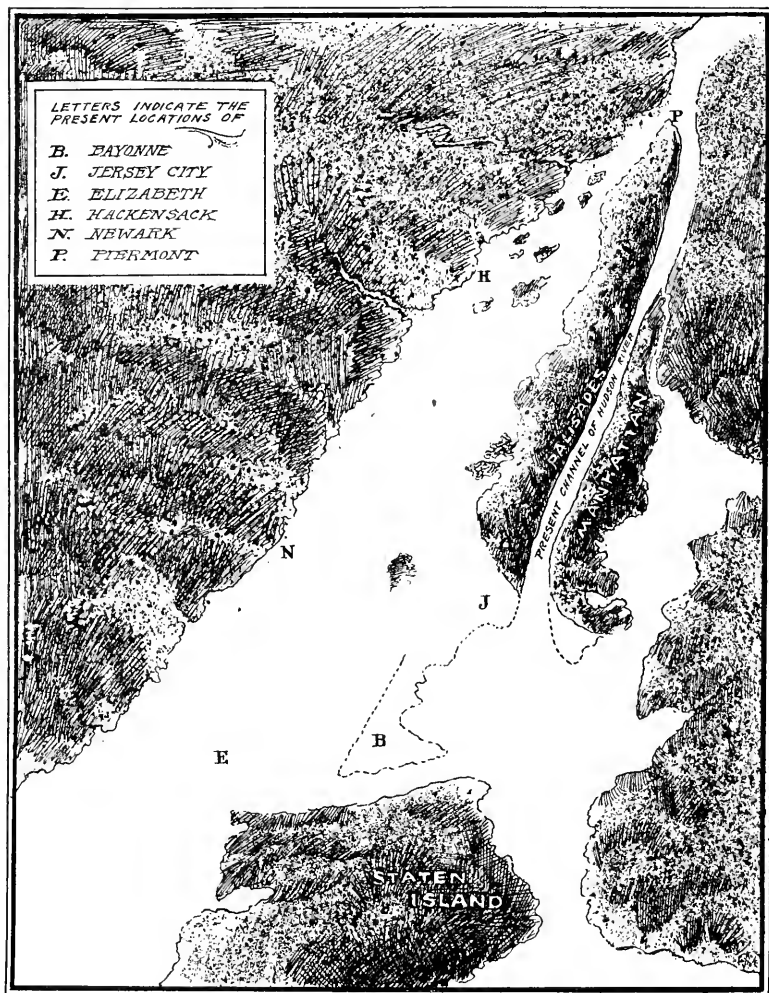


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The ancient mouth of the Hudson River, according to recent data of the U. S. Geological Survey. Drawn for and published in the *New York Herald*, and reproduced here by permission. The dotted lines indicate the present contour of land in New Jersey and Manhattan.

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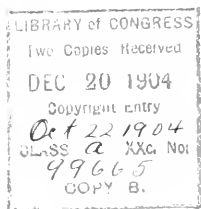
HISTORY OF BAYONNE,

NEW JERSEY.

BY

ROYDEN PAGE WHITCOMB.

PUBLISHED BY R. P. WHITCOMB,
24 EAST 37TH STREET,
BAYONNE, N. J.
1904.



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INTRODUCTION.

By THOMAS BRADY, Mayor.

I take great pleasure in complying with the request of the author that I write a few words of introduction to his History of Bayonne. So far as I am informed, it is the first attempt on the part of any one to collect and record, in permanent form, matters of historic interest relating to this locality. It is true that one or more histories of this county have been written, but none of them have paid much, if any, attention to this particular community. The task of the author has, therefore, been that of a pioneer, and for that reason we are the more indebted to him. If the contents of the book record accurately the events which lead to the settlement of this part of Bergen Neck, and the trying experiences of its early inhabitants, the story will be worth reading; and if we fully appreciate the advantages that we have, as compared with them, we should be easily persuaded that the future history of our city depends very largely upon ourselves. If we are true to our opportunities, our children may be able to say, "We are citizens of no mean city." While it may be true that it is two hundred and fifty years since the first settlers located here, it is also true that the history of Bayonne, from a commercial standpoint, begins at a much later date. Prior to the establishment of the oil refineries at Constable's Hook, Bayonne was unknown outside of Port Johnson, except as a fishing village and summer resort. Since then its desirability for commercial purposes has attracted the attention of manufacturers and men engaged in large business enterprises. Its prospects now seem fair to become one of the principal manufacturing centres of the State.

Bayonne, like many suburbs under the shadow of a great city, has suffered by reason of those who would otherwise have been its most influential citizens, being absorbed in the affairs of the metropolis. With men of force residing within our borders, who are also identified with business interests here, there is a strong probability of a greater local interest being developed. I believe that in this respect, the present is the beginning of a new epoch. With the natural advantages of a large water front, and the facilities afforded by the railroads entering our city, there is every reason to believe that in the near future great changes will be worked in our midst. It is, therefore, fortunate that one of our citizens has undertaken to perpetuate the memory of the past before all the old residents have departed, and the ancient landmarks disappeared. Such a book as the History of Bayonne should tend to foster civic pride, without which no city can succeed. I have been awaiting with much interest the appearance of the book, and feel quite confident that it will serve a very useful purpose in the community.

THOMAS BRADY.

Mayor's Office, November 1, 1904.

"Let us be students and lovers of our city."

—Frank Moss.



CITY SEAL.

PREFACE.

Bayonne is approaching the 250th anniversary of its settlement. It seems appropriate, therefore, that a history of the place be published at this time ; not only to commemorate the anniversary, but also because such a history has never before been written or published, and it is well to have collected in some substantial form the historical records of the locality for preservation in our homes and libraries, and to serve as a reference and reminder of the days gone by.

The author, with this in mind, undertook the task some time ago of preparing a history of Bayonne. After spending considerable time in difficult research, consulting numerous histories, archives, genealogies, ordinances, reports, maps, documents, files of old newspapers, and in interviewing and corresponding with old inhabitants and past and present city officials—this book is the result.

The writer feels justified in saying that he has always sought the most reliable sources of information, striving to give as accurate, concise and interesting an account of the past as possible.

Although much labor has been spent sifting statements in search for any inaccuracies, it is to be hoped that errors, if any, are very few.

The task, while agreeable, has been no light or superficial one, and the author is very grateful to all persons who have assisted him in the work. He feels especially indebted to the following named:—Thomas Brady, Mayor ; George Carragan, President of Bayonne Bank ; Mr.* and Mrs. Nicholas Van Buskirk ; William C. Farr, ex-Mayor ; Rev. Mitchell Bronk, Ph.D. ; Frederic Cham-

berlain, Board of Education; Mabel E. Smith; William Nelson, Secretary New Jersey Historical Society; Emmett Smith, City Surveyor; Edwin H. Alexander; William Dexter; Rev. F. W. Jones; Principal E. C. Earl; George W. Yates, Sr.; Edmund Stinson, Councilman; Nicholas Cubberly; John F. Lee,* ex-President Board of Education; H. T. Hewitt, Secretary Board of Education; C. J. Rooney, Clerk of County Board of Health and Vital Statistics; Egbert Seymour, ex-Mayor; H. G. Saltzman; Joseph Brady, City Treasurer; C. L. Robinson, Collector of Revenue; Cornelius Van Horn.

That this volume may enlighten and interest the reader, and be the means of developing and reviving that honest civic pride which is essential to the best citizenship—is the sincere wish of

R. P. W.

Number Twenty-four East Thirty-seventh Street,
October, 1904.

*Recently deceased.

HISTORY OF BAYONNE.

CHAPTER I.

PRE-GLACIAL AGES.

Thousands of years ago, perhaps 5,000, perhaps 20,000, before the northern section of the American continent was lapped in glacial ice, the whole of Bergen Neck (now Jersey City and Bayonne) was submerged land. The Hudson River at that period had a double channel, the main one flowing down the valley west of the Palisades, forming a vast sea north of Staten Island and extending from Newark Heights to South Brooklyn. This sea had two outlets; one west of Staten Island and the other east; the latter now the Narrows.

Years later the ice cap from the Arctic regions slowly but resistlessly overspread the metropolitan district under hundreds of feet of ice, until it had reached a point where the waste from melting was as rapid as the advance. The ice finally blocked the western channel with so much pulverized debris of trap, pebbles, silt, sandstone, etc., that it gradually closed that branch of the river, thereby causing the Hudson to flow east of the Palisades in a channel deepened and widened by these forces.

After this change, when the ice had melted and the flow of water in the western channel had consequently lessened, the land that had previously been submerged, appeared. This included a narrow strip running north and south, dividing the sea in the middle and forming Bergen Neck, the southern extremity of the Palisade ridge.*

*See article in the New York "Herald," July 10, 1904.

CHAPTER II.

Discovery—Indians—Description of Country.

To acquaint ourselves with the early history of Bayonne, we must first look back and glance over a few brief historical facts concerning New York, Jersey City and vicinity.

History tells us that Jean de Verrazzano, a Florentine in the service of Francis I, King of France, sailed into New York harbor as early as 1524. He was, therefore, the first white person to gaze on the east shore of what is now the City of Bayonne.

On September 3, 1609, Henry Hudson, in "De Halve Maan" (Half Moon), cast anchor inside of what is now Sandy Hook. Two days later five of his crew were sent to explore the river opening to the north. Passing through the Narrows, they found a swift-flowing river to the westward between two islands, the shores of which were "as pleasant with Grasse, and Flowers, and goodly Trees, as ever they had seene, and very sweet smells came from them." (Hudson's Journal.)

This was the Kill von Kull, or "Het Kill van het Cull," meaning the creek of the bay. They went through the Kills so far as to see Newark Bay. Upon reaching the mouth of the Kills on their return they were attacked by twenty-six Indians, in two canoes, who were probably from Manhattan, and one of the seamen, John Coleman, was shot through the throat by an arrow and killed. This appears to be the nearest approach to Bayonne shores by the whites, so far. On the 11th, Hudson passed through the Narrows and anchored of Constable's Hook.

There is no record of his landing, although the natives between Bergen Point and Weehawken were very friendly and had extended to him many acts of kindness. They visited his vessel daily, bringing furs, oysters, corn, beans, pumpkins, grapes and apples, to trade. The following day he continued north and entered the river which bears his name.

This tribe of Indians was called the Raritans, and belonged to that stock of the Delawares called the Sanrikans. A small Indian village was probably located at Bergen Point at this time. If so, it only remained there for a comparatively short period.

This territory was then covered with a dense forest. Bears, panthers, wolves, wild cats, foxes, rattlesnakes, red deer, beavers, hares and squirrels were plentiful, and afforded an excellent hunting ground for the savages. The bays on both sides were the means of obtaining fine fish and oysters.

CHAPTER III.

1614—1646.

Early Settlements and Grants at Manhattan, Pavonia and Communipaw—Massacre at Pavonia.

Early in 1614 an act was passed by the States General of Holland, giving to certain merchants of Amsterdam the exclusive right to trade and establish settlements within the limits of the country explored by Hudson. The same year, under this commission, a fleet of five small trading vessels arrived at Manhattan Island. A few rude huts had already been built by former Indian traders, but now a fort for the defense of the place was erected and the settlement named New Amsterdam. As early as 1618 a feeble trading station had been established at Bergen, west of the Hudson, but some years elapsed before permanent dwellings were built in this neighborhood.

In April, 1623, an expedition under Captain Cornelius J. May, of Amsterdam, with about thirty families, mostly religious refugees, arrived at New Amsterdam and began a settlement on the lower end of Manhattan Island. This colony was not a success, and much dissatisfaction was shown.

In June, 1629, the States General granted a bill of "Freedoms and Exemptions" to all such private persons as would plant any colonies in any part of New Netherland, except Manhattan Island. Special privileges were also granted to members of the West India Company. Whoever of its members would plant a colony of fifty persons should be a feudal lord or "Patroon" of a tract

sixteen miles in length fronting on a navigable river, and reaching eight miles back.”*

As yet, only exploring parties bent on trade with the savages had traversed what is now Hoboken, Jersey City and Bayonne. No one had ventured to “take up” any lands. However, under the stimulus of the bill of “Freedoms and Exemptions,” one Michael Pauw, then burgomaster of New Amsterdam, was impelled for speculative purposes, no doubt, to obtain from the Director General of New Netherland in 1630, grants of two large tracts, one called “Hoboken Haching” (land of the tobacco pipe), and the other “Ahasimus.”* Both of the tracts were parts of what is now Jersey City. The grantee gave one place the name of “Pavonia.” Pauw failed to comply with the conditions set forth in his deeds, and was obliged, after three years of controversy with the West India Company, to convey his plantation back to that company.

Michael Paulesen, an official of the company, was placed in charge of the plantations in and around Pavonia as superintendent. It is said he built and occupied a hut at Paulus Hook early as 1633, therefore being the earliest known white resident in what is now Hudson County. He was followed by others, and by the year 1643 there were considerable plantations on this side of the river.

In 1643 an Indian, no doubt under stress of great provocation, shot and killed a member of the Van Vorst family in this settlement. This resulted in the Massacre of Pavonia on the night of February 25, 1643. Soldiers from Manhattan Island crossed the Hudson River and attacked the Indians at Communipaw, slaughtering nearly one hundred. The northern tribes took the warpath, attacked and destroyed the settlement. The settlers who were not killed fled across the river to New Amsterdam. This section remained deserted by the whites for a number of years.

*Winfield's History of Hudson County.

CHAPTER IV.

1646—1776.

Grants of Land on Constable's Hook and Bergen Neck—Bayonne Settled by the Dutch—Indian Troubles—Return of Settlers and Final Settlement at Pembrepogh—Settlement at Bergen—Description in 1680—Early Education and Law—Census of Bergen County in 1737.

The first record we find referring to the Bayonne section is dated March, 1646, when Jacob J. Roy, a gunner of Fort Amsterdam, received a grant of land at Constable's Hook.

"Patent granted to Jacob Jacobsen Roy for the Tract of Land called Constapel's Hook, on the Kil van Col (New Jersey).

"We, William Kieft, Director-General, and the Council of New Netherland, etc., etc.,

"Testify and declare herewith, that this day, date as below, we have conceded and granted to Jacob Jacobsen Roy a parcel of land, called Constapel's Hook, situate on the mainland and separated from Staten Island by the Kil van Col, covering an area of one hundred and fifty morgens, according to the surveyor's map, with the express condition and stipulation, etc., etc.

"Done at Fort Amsterdam, —, 1646."

The place was formally called Nipnichsen by the Indians. It was soon called Constapel's Hoeck, deriving its name from the occupation of its first European owner. The Dutch word for

gunner is *konstapel*; hence Konstapel's Hoeck, or Gunner's Point. It is not known whether Roy settled here, or not, but the probabilities are that he did not.

On December 4 and 5, 1654, patents were issued for land in the southerly part of Jersey City, and in Bayonne. The tracts were designated by this description:—"Between Gemoenepaen and the Kil van Kol." Most of them were for twenty-five morgens lying within the district afterwards known as Pembrepogh (Pamrapo). As that name is not mentioned in the patents, it is probable that the same was not then known to the Dutch, or, at least, was not applied to this section of the country.

One of these Patents reads as follows:—

"To Jan Gerritsen van Immen, a piece of land between Gemoenepaen and the Kil van Kol, running along the river or bay S. W. for 40 rods back in the woods, 40 rods wide, stretching into the woods N. N. W. for 375 rods on either side, together 25 morgens. Decbr. 5th, 1654."

Grants were also issued to:—Jacob Wallingen, Jan Cornelissen Buys, Jan Lubbertsen, Jan Cornelissen Schoenmaker, Gerrit Piertersen, Lubbert Gysbertsen, Jan Cornelissen Crynnen, Gysbert Lubbertsen and Hendrick Jansen Van Schalckivyeck.

Most of these were owners of land in Pamrapo in the winter of 1654-5. A small company of these property owners, or men employed by them, anxious to lay claim to their possessions, sailed from New Amsterdam in the spring of 1655 and erected rude shelters on their new possessions. Here they opened up an extensive trade with the Indians, and probably cleared some land in preparation for the building of suitable homes for their families. They were, therefore, the first white settlers, and consequently the founders of Bayonne.

However, the stay of these Dutchmen was short, for on September 15, 1655, the Indians (provoked at the killing of one of

their thieving women) attacked New Amsterdam, killing many. Then they crossed and attacked Pavonia, Communipaw and Hoboken, murdering, burning and stealing as they continued down through Bergen Neck (Bayonne), and thence to Staten Island. For a second time this section was a desolation. Homes and plantations were deserted and the settlers fled to New Amsterdam, where they remained some three or four years before returning.

There is no record as to the exact date when the Dutchmen returned to reclaim their property along Bergen Neck. It was probably after January 30, 1658, when a deed was drawn up whereby the Indians sold the land to the Dutch, that these pioneer settlers brought their families and belongings, and made final settlement.

It is uncertain just where these permanent dwellings were erected. One would infer, however, that most of them were situated close to the New York Bay shore between Forty-third Street and the Morris Canal, where it was easy of access to New Amsterdam by water. One, the author has reason to believe, stood on the present site of the Bayswater Hotel; another at the foot of Centre Street, and another near the present Forty-ninth Street station. One or two were probably situated as far back as Avenue D, in the neighborhood of Grand Street.

This settlement at first showed no signs of growth, but after a few years (as will shortly be seen), upon the arrival of more home-seekers, it began to prosper.

"1658 Jan. 10th. Indian Deed (copy of translation from the Dutch). Therinques, Wappappen, Saghkow, Kagkennip, Bomokan, Memewockan, Sames, Wewenatokwee, to the Director General and Council of New Netherland for land on the Westside of the North River from the great Clip above Wiehacken to above the Island Sikakes, thence to the Kill van Col, so along to Con-

stable's Hoeck, thence again to the Clip above Wiehacken" (Bergen).*

The first municipality within the limits of New Jersey was erected by order of Director-General Stuyvesant and his council on September 5, 1661, and christened "The Village of Bergen."

The English, in 1664, under Colonel Richard Nicolls, captured New Netherlands from the Dutch, but the inhabitants on Bergen Neck were not disturbed.

Constable's Hook appeared to be unoccupied and unclaimed upon their taking possession of New York. Consequently, Governor Nicolls gave a patent, October 26, 1664, to Samuel Edsall and Nicholas Johnson "for a Neck of Land call'd Nip Nickon lying at the mouth of Kil Van Kul."** This grant was for five hundred acres and included part of Bergen Point, at that time called Constable's Hook.

In 1668 Pemerpoch was applied to that section which lies between the Morris Canal and Thirty-third Street. The word "Pemerpoch" comes from certain Indian words meaning "Big Rock."*** No doubt the Indians referred to the massive rock on which a great portion of Pamrapo and Greenville rests, and which is most visible in the vicinity of Avenue C and the Canal.

On November 2, 1670, Johnson sold his interest of Constable's Hook to Edsall**** for 4,620 guilders, wampum value, who it is supposed erected a log house at the Hook, and cleared and tilled the land; in a short time he had a flourishing plantation.*****

*New Jersey Archives. First Series, Vol. XXI.

**Winfield's Land Titles.

***Nelson's "Indians of New Jersey."

****It is spelled several ways—Pembrepock, Pemerpogh, Pembrepogh, Pamrapaw, Pemmerapugh, Pamrapo are some of the ways.

*****New Jersey Historical Society.

*****It is believed that Edsall hired some one to do this work, as he was a very busy man. He was a prominent member of the Court of Bergen from 1674 to 1682.

About this time Edsall sold to Jan Van der Linden a piece of meadow lying between the Hook and Bergen Point, but it is not known whether he settled here.

Edsall is credited with being the first settler of Bayonne by George Scott, in a brochure entitled "The Model of the Government of the Province of East Jersey in America," published in Edinburgh in 1685. Giving a description of the country in 1680, he says:—"To goe back to the South the part of Berghen Neck, that is opposite Statin Island, where is but a narrow passage of water, which ebbs and flows between the said Island and Berghen Point, called Constable's Hook. There is a considerable plantation on that side of Constable's Hook, extending in land alone a mile over, from the Bay on the east side of the neck that leads to New York, to that on the west that goes to Hackensack and Snake Hill; the neck running up between both from the South to the North of Hudson River to the outmost extent of their bounds. There belongs to that plantation about 1,200 or 1,500 acres, and its well stockt and improved; it was settled first by Samuel Edsall in Colonel Nichall's time, and by him sold 3 years ago (1682) for 600 lib. There are other small Plantations along that neck to the east between it and a little village of twenty families called by the Indians 'Penelipe' (meaning 'Pembrepogh'), then further on to another cottage (the Currie Homestead). There are more where Lawrence the Draper lives, a Dutchman;* there may be 16 or 18 families. The greater part of the inhabitants which are

*This was Lawrens Andriesen, the founder of the Van Buskirk family. He came from Holstein, Denmark, in the summer of 1655. After his emigration here, he took the surname of Van Buskirk, the "Van" signifying "from," and "Bos Kerck" meaning "church in the woods." In 1667 he purchased the tract of land previously granted to Claas Carstensen, the Norman, at Minkakwa, afterward called Greenville. He was prominent in Bergen public affairs, and was a member of the Court. He lived on the New York Bay Shore about where Linden Avenue now is. He died in 1694.

in this Jurisdiction are Dutch, of which some have settled here upwards of 40 years agoe."

From Scott's description one would infer that in 1680 there were about forty families in Pamrapo and Greenville, but this seems to be exaggerated, and twenty families would be nearer the truth.* Pembrepogh had now grown to be quite a settlement. These thrifty and pertinacious Dutchmen had already opened up an extensive trade with the Indians. Money was almost unknown, the unit of value being a beaver skin, and the currency being provided by bits of clam and periwinkle shells neatly cut and polished. They traded honorably and gave and received fair values. Yankee tricks were unknown to them. They were slow to form new acquaintances, but were firm in their friendship. On early mornings, probably once a week, it was a common occurrence to see a group of Dutchmen with their sugar-loaf hats and leather breeches, together with their wives in their multiplied petticoats and other paraphernalia, entering skiffs on the New York Bay shore (near the "Bayswater") to convey them to New Amsterdam. There they would spend the day trading their fruit, vegetables, oysters and fish for clothing, beer, tools and the like, and gossiping with their friends. A road, or at least a path, led from this section over to Bergen Town, over which these settlers would travel occasionally for the same purpose that they went to New Amsterdam. Their homes were principally built of logs and stone, with mud filled in the cracks. They were a pretty good-natured lot, and so long as they had a fire to sit by, a pipe to smoke, a bed to sleep on and plenty of clams to eat, they were perfectly satisfied.

One of these Dutchmen was Joost Van der Linde (Van Derlinden), who owned property and lived in Pembrepogh in 1674.

*Scott's brochure was merely a "puff," and is somewhat inaccurate. Edsall sold this property in 1694, instead of in 1682, as Scott states.

Another of these pioneer settlers was William Douglas (Doeckless, Druckless), who lived at the same place about this time. He was elected to represent Bergen in the General Assembly of New Jersey in 1680, but was ruled out of that body because of his



DUTCH IN PEMBREPUGH SHORE.

WILLIAM DOUGLAS, BY H. ALSTEDER.

being a Roman Catholic. Gerrit Gerritse (Garretson van Wageningen), an Associate Justice of the Court of Bergen, also lived in Pembrepugh about this time (1681), with his family. On March 17, 1696, Cornelius Jansen (Vreeland) purchased of William Douglas land at Pembrepugh, on which he afterwards lived.

Other early settlers of Bergen, Pavonia, Pamrapo and Bergen Neck were:—Van Voorst, Jansen (Vreeland), Andriessen (Van Buskirk), Tomassen (Van Riper), Cornelissen (Van Horn), Van Niewkircke (Newkirk), Harmense, Claesen (Garrabrant), Brinckerhoef (Brinkerhoff), Van Schuyler (Schuyler), Planck, Sip, Gautier, Deidrick (Cadmus), Jacobse (Van Winkle).

The descendants of some of the above mentioned persons, no doubt, many readers know; some can probably claim relation. A great majority of these settlers were emigrants from Holland or descendants of persons who had emigrated from that country and settled on Manhattan Island, Long Island and Staten Island. The rest were English, French, German and Scandanavian.

The recapture of New York by the Dutch in 1673, and the final surrender to the English the following year, affected this territory very little.

At this time "the law provided that whenever an estray (cattle, etc.) came upon one's premises, it was a duty to record a description of the same with the Town Clerk, to enable the owner to recover his property." This law was observed for over one hundred years. Here are specimens of such recorded notices: dates are missing:—

"A stray Muel at the House of Garret Van Derhoof, Being a Dark Brown Couller Marked on the left shoulder with the Letters N. A."

"A Red Bull with a Wite Streck on the Buttok with no mark, at the House of Moses Van Amen at Bergen Point. The Creator will be two years old this Spring."

An entry from a fragment of the old town book of Bergen:—

"Pieter Boskerck syn merk Een half maentie onder uyt het slinken oor."

About this time a charter was granted to the town of Bergen. The charter granted that the "keeping of a Free School for the

Education of Youth," and "that in Religious Concerns and the way of Worshipping God, there is liberty of conscience Granted to all Persons in Generall."

The following agreement, made in 1682, will give the reader an idea of the manner of education offered in those days:—

"Agreed with Mrs. Baker that she shall learne my daughter Ellinor to read and sew, and make all manner of needle worke, for one whole yeare from the day of the date hereof, being the 12th day of November, 1682, and in the meane while the s'd Mrs. Baker, during the said ternie, shall not put her, my s'd daughter, to any manner of house worke, but to keepe her to her needle worke, and for true performance hereof I am to give the s'd Mrs. Baker a heaffer of her first calfe, at the time of the Expiration."

Few incidents appear in the history of this section of importance between this period and the Revolutionary War, a whole century. Charles Winfield describes the people as "quiet, domestic, unambitious, passing along through life adhering to truth, honesty and fair dealing, cultivating their farms and rearing their families in the fear of God and the doctrines of the old church of their Fathers."

The following advertisement appeared in the "Weekly Journal" in January, 1735:—

"Teeth drawn and old broken Stumps taken out very safely and with much ease, by James Mills, who was instructed in that art by the late James Reading, deceased, so fam'd for drawing of teeth. He is to be spoke with at his shop in the house of the Deceased near the Old Slip Market" (New York).

This William Mills was considered the most skillful dentist in these parts, and was patronized frequently by inhabitants of Bergen Neck.

CENSUS OF BERGEN COUNTY IN 1737.*

<i>Whites.</i>		<i>Slaves and Other Negroes.</i>	
Males, above 16.....	939	Males, above 16.....	256
Females, above 16.....	822	Females, above 16.....	203
Males, under 16.....	820	Males, under 16.....	187
Females, under 16.....	708	Females, under 16.....	160
Total whites.....	3,289	Total slaves.....	806
Total population, 4,095.**			

*Gordon's Gazetteer and History of New Jersey.

**One hundred and thirty-five years later, Bayonne's population exceeded this.

CHAPTER V.

CONSTABLE'S HOOK.

Early Property Owners—Van Buskirk Homestead—First Bank of Constable's Hook—First Cemetery Laid Out—Tombstone Inscriptions; Names and Dates—Slaves Bought and Sold—Newspaper Extracts—Early Real Estate Speculation—Captain Kidd's Hill and Buried Treasures.

It appears that Samuel Edsall, who settled at Constable's Hook about 1670 (see page —), had a neighbor on the Hook a few years later, who rented part of his property. In 1681 Hans Harmense came from New Utrecht, L. I., to Constable's Hook, with his wife, Willemtie Waernaers, widow of Hasmen of Berckeloo, and her children, Jannetie, Reymis, Harmen, Jan and William, besides two children by this marriage, Tryntie (aged nine) and Annetie (aged seven).* He erected a house, the location of which is not certain, but in all probabilities it stood close to the Kills.

In searching through the genealogies of some of the early families, the author finds that Arie, a son of Symon Jacobse (Van Winkle, who came from Middleburgh, Zealand), was born at Constable's Hook about 1691. This would indicate that this family also lived at the Hook about this time, and were neighbors of the Harmense family.

Hans Harmense was elected to the Assembly in 1692. On

*New Jersey Historical Society.

February 20, 1695-6,* he purchased from Edsall (who had removed from Constable's Hook about 1690) nearly five hundred acres of land at Constable's Hook, for £562.10.**

His daughter, Tryntie, was married to Pieter Van Boskerck, son of Laurens Andriessen Van Boskerck (founder of the Van Buskirk family who lived on the New York Bay shore near present Greenville station). After the marriage, it is supposed that Pieter built the old stone house that still stands on the southern slope of Van Buskirk's Point, Constable's Hook, and lived there with his wife. On May 24, 1694, Annetie, another daughter of Hans Harmense, was married to Claas Hartman. She died November 26, 1698, leaving one child, Hartman. Hans Harmense died in 1700. One-half of the Hook he willed to his daughter Tryntie and the other half became the property of Annetie's son.***

In October, 1736, Pieter's wife died and he buried her in the yard at the rear of the house.**** Through her, he inherited one-half of the Hook, and the other half he purchased. He died in July, 1738, and was buried beside his wife.

The old brown tombstones still stand; the following illustration shows them with their inscriptions as they look at the present time.

The house that Peter is said to have erected was originally built previous to 1700, but additions have since been made to the main building. It is the oldest building now standing in Bayonne, if not in eastern New Jersey. In the old Dutch style, its antiquated architecture is noticeable. A solid foundation of stone masonry rises about five feet above the ground, on which rests a frame and brick superstructure with massive joists and timbers

*New Jersey Archives. First Series, Vol. XXI.

**Winfield's Land Titles.

***New Jersey Historical Society.

****Afterward converted into a cemetery.

and antique siding of shingles in regular old Dutch colony style. A quaint old fireplace and high mantel, with curious carvings and fancy tile decorations (since removed), alongside of which is an old Spanish closet, have all been features of interest in the interior



Drawn by Edwin H. Alexander.

THE GRAVES OF PIONEER SETTLERS.

of this old homestead. A secret underground closet is located in a north room of the house. This was used to conceal persons and effects whenever inquisitive visitors approached the place. British troops were quartered in this house during the Revolution. In the little school-room, children were taught their lessons, and

many an unruly boy has jumped out of the window and fled across the graveyard.*

The old garden adjoined the house on the east. At the time of the Revolution a hardy Box of considerable size grew in front of the house.** There is a story that Mrs. Jonathan Van Buskirk buried a pot of gold under its branches to prevent its falling into the hands of unexpected visitors in the way of marauding parties. This lay concealed so long that the lady quite forgot the exact amount thus deposited in this, the First Bank of Constable's Hook. Years afterwards, in spading up the garden, a negro brought to the surface a number of golden guineas which had been overlooked when the business of the bank was closed.***

The old dilapidated shed now adjoining the southwest end of the house stood on the shore at that time. This building, it is said, was used for the purpose of selling slaves, who were brought over in ships which anchored off the mouth of the Kills. The writer cannot vouch for this statement, but at any rate slaves were bought and sold nearby. In the "Post Boy" of August 8, 1757, appeared the following advertisement:—

"To Be Sold."

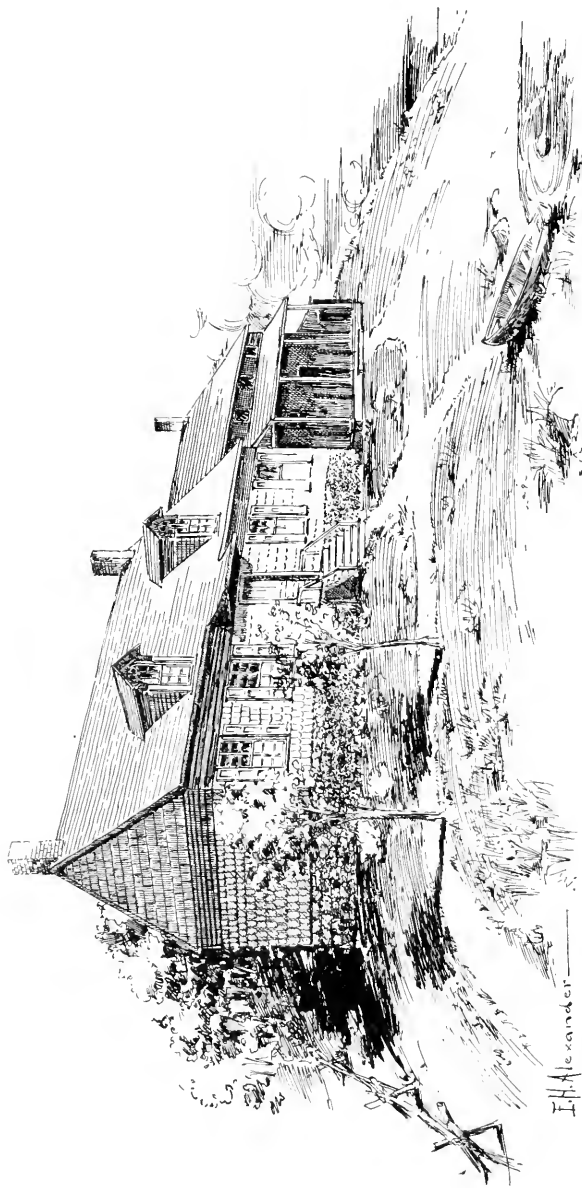
At Van Buskirk's, at Kil Van Kull, a Parcel of likely Negro Slaves, Men, Women, Boys and Girls, just arrived from Guinea in the Sloop "Williams," David Griffiths, Commander, Apply to Rice Williams or the said David Griffiths."

The quaint old colony graveyard in the rear of the house was laid out by Peiter's relatives. Here, some of the pioneer settlers were buried. It was a beautiful little spot in those days, with its

*The Standard Oil Company are now the owners of Van Buskirk's Point. Since writing the above, the old historic homestead has been torn down to make way for immense oil tanks.

**This and another close by grew to be immense trees some five feet in diameter, and remained there until blown down a few years ago.

***This story appeared in the "Hudson County Times" of June 13, 1873.



Drawn by Edwin H. Alexander.

OLD VAN BUSKIRK HOMESTEAD, CONSTABLE'S HOOK, AS IT APPEARED DURING THE REVOLUTION.

green grass and flowers and shady trees. It is now in a dilapidated condition. Some of the old tombstones still stand, and the wording is readable; others have been blown down by the storms and are covered with sandy soil. In this cemetery are the ancestors of the Van Buskirks, Latourettes, Vreelands, Garrabrants, Zabriskies, La Granges, Cadmuses and others.

Following are the inscriptions on the stones over the remains of some of the very early inhabitants:—

Here lies the Body
of Johannas La Grange
who deceased May
the 6th A. D. 1748
In the 84th Year of his
Age.

Here Lies ye Body of
Melye, wife of John
Lagrange who Died
February ye (?*) 1754
Aged about 40 years.

To
the Memory of
William Brambos
who
died the 18th of March
1797
Aged 66 Years 6 Months
& 8 Days.

*Date invisible.

once located on the shores of the Kills, and the stockholders of the company were confident of pocketing fabulous dividends. Large sums of money were expended, but after a brief period the company found their property mortgaged for near \$400,000 and all improvements stopped. Litigation followed, and in the end the property was sold for only \$70,000 to satisfy the creditors.”*

A sea wall of masonry and its accompanying levee extended from the old copper works as far as “Captain Kidd’s Hill.” A dangerous place, known as “The False Kill,” was then removed. The construction of this sea wall stopped the overflow of the meadows at high tide.

Captain Kidd’s Hill was named after the celebrated pirate, Captain Kidd. Stories of hidden treasures buried in the hill have been told. In fact, “pots of gold have often been earnestly sought after,” and during the construction of the sea wall were reported as found.**

*Quoted from the “Hudson County Times” of June 20, 1873.

**The author has his doubts as to any truth in this tale, which years ago was repeatedly recited to groups of wondering children by some loquacious darkey.

CHAPTER VI.

1776—1782.

Bergen Neck During the Revolution—Troops Stationed and Fort Delancey Erected—Trouble With Tories—Skirmishes Between American and British Troops—Unlawfulness and Murders—Ward's Band—Attacks Upon—Newspaper Extracts—Fort Delancey Evacuated.

Bergen Neck was important territory during the Revolutionary War. In the spring of 1776 it was learned that the British were preparing to sail for New York. Lord Sterling, in command of the American forces at Bergen, undertook the defense of Bergen and Bergen Neck. He personally examined the ground at Bergen Neck and Paulus Hoeck on March 23, and after a short period works were erected at these places, those on Bergen Neck to prevent invasion from Staten Island. Here Colonel Ford, with a force of about three hundred men, was stationed.

The following order, given in the spring of 1776, is proof that at this time Bergen Point was occupied by portions of the Continental Army:—

“Whereas the Asia having quitted her station, and left the harbour, the navigation between this city and New Jersey, by the Kills, is become quite safe; the troops upon Staten Island and

Bergen Neck, are to let all boats coming to New York, or returning to Jersey, to pass and re-pass without molestation. Given at Head-Quarters in New York, 14th of April, 1776.

“HORATIO GATES,

“Adjutant General.”

—New York “Gazette and Weekly Mercury,” April 15, 1776.*

The British fleet in command of General Howe arrived and cast anchor off the mouth of the Kill von Kull late in June, and the troops landed on Staten Island. Shortly after their arrival they placed a small guard with two six-pounders on Van Buskirk’s Point. This was the first landing-place of the British forces in New Jersey. Troops were quartered in and around the Van Buskirk homestead, where plans of attack were made. Great excitement was manifest along the Neck. The Tories hastened to take sides with their King, while others did not dare to make known for which side they stood, in fear of being murdered.**

Precautionary measures were being taken by the American troops at this time. General Mercer was ordered on July 4 to place a guard of five hundred men at Bergen Neck, to reinforce the troops there. This post, afterward known as Fort Delancey, was situated on a high piece of property between what is now Fifty-first and Fifty-second Streets, about one hundred feet east of the Speedway, and adjoining the property in rear of 99 West Fifty-first Street.

When Mercer arrived, he found that Ford’s force was not sufficient, consequently the Pennsylvania militia and more Jersey troops were sent to reinforce these men. General Mercer also learned that many families at the Point and Hook were in con-

*New Jersey Archives. Second Series, Vol. I.

**There were only fourteen families in the entire length of Bergen Neck who were pronounced patriots.

stant communication with the British force on Staten Island and with their ships at the mouth of the Kill.

In a sworn statement filed at Albany, dated June 29, 1776, there appears:—"There is one Peter Van Buskirk Living at or near the hook or mouth of the Kills in Bargain County who its frequently said has followed trading with the men of war, who . . . Carrys people on Board when Ever Requested, and has a sufficient Craft for that purpose."

This was Peter Van Buskirk, who with his brother Johannis (sons of Andries Van Buskirk of Hook), were suspected of holding intercourse with the enemy. They were tried and acquitted in July, 1776.

General Mercer planned to attack the enemy on Staten Island on the night of July 18. Plan of attack was as follows:—

"Sixth. A party to attempt to surprise the enemy's guard on Buskirk's Point, which is on the southeast corner of Bergen Point; this party, or guard, does not seem to be large, but it is said they are possessed of two six-pounders. The party that makes the attack must not attempt to go over the causeway or road over the meadow, the cannon being in all probability appointed to command that pass, but should be provided with some boards, and proceed in two or three columns over the meadow, where they will meet with no other obstruction than a small creek or ditch, which they will easily pass with the help of the boards. If this place is carried, a cannonade and bombardment should, as soon as possible, commence on the ships, a great number of which now lie within reach of the place. A cannonade should also commence on Bergen Point, opposite the church and Decker's, where it is said about six hundred men are posted; this cannonade, with round and grape shot, would confuse the troops in forming, and prevent their succoring the guard at Elizabethtown Point, or opposing our party who make their descent near Shutter's

Island. The cannonade should also be kept up on such parts of the shore of Staten Island where any boats are collected or may assemble. The party for these several matters on Bergen Neck should be about seven hundred men, besides the riflemen.”*

This attack was not made, however, for on that evening the weather was very stormy and prevented his forces from crossing the Kill von Kull.

Although other attacks were planned by the militia, none were made. However, the American troops stationed at Bergen Point practiced occasionally on the enemy’s fleet, as well as their camp on Staten Island.

The following accounts appeared:—

“New York, July 22, 1776. Yesterday several Discharges of Cannon and Musketry was heard in this City, and by the Appearance of a Cloud of Smoak over Bergen Point, it is imagined our People on the Jersey Shore have had a Skirmish with the Enemy, from Staten Island.”

“New York, July 25th.

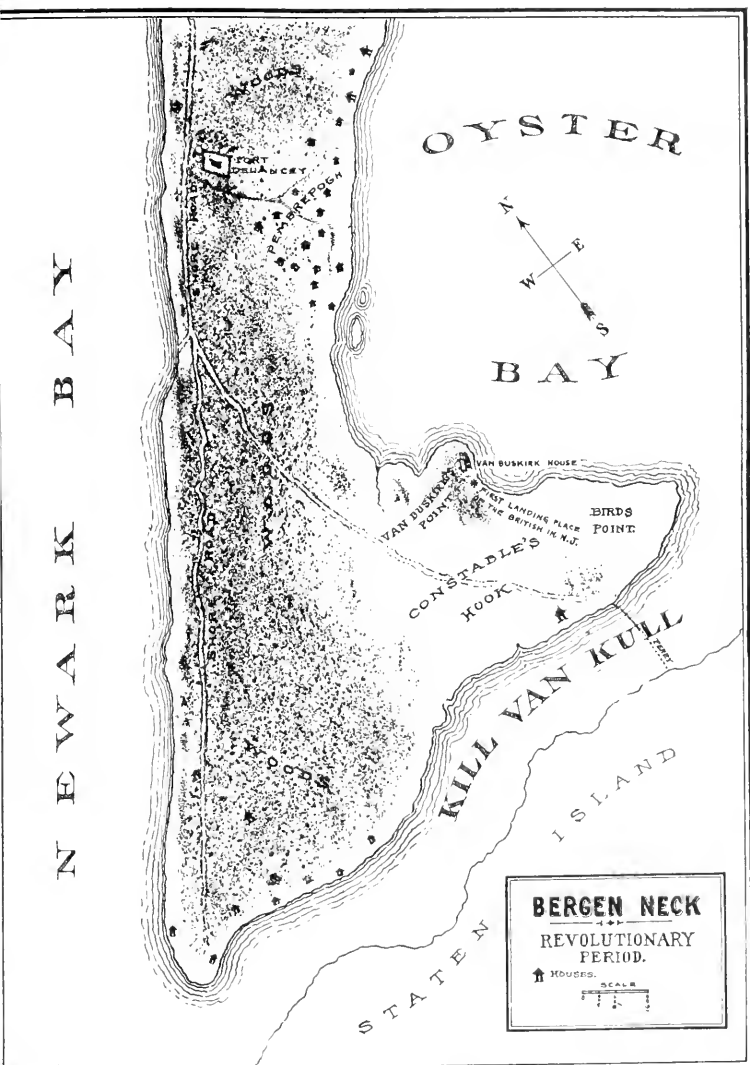
“Our troops stationed on Bergen Point give the Ministerial fleet and army some uneasiness, by firing at the tender, boats, etc. It so galls and provokes them, that they return the fire with great fury, but have not done the least damage to our people. Last Lord’s Day a great many shots were heard in this city and Bergen Point. The occasion was this: A barge from the fleet, full of men, landed on the Point,** but were opposed and driven off with precipitation by our troops; a smart fire ensued from a tender for a considerable time, without doing any injury.”***

In the “Pennsylvania Evening Post” of October 1 appears this:—

*American Archives. Fifth Series.

**About Hobart Avenue.

***Ibid. Fifth Series.



“ . . . the same day (Wednesday last) there was a smart firing from Bergen point at two tenders, a sloop and a schooner that lay near Shutter’s Island, at the mouth of Newark Bay.”

Bergen Neck was evacuated by the American troops in October, 1776, shortly after the capture of New York by the British.

A letter written on October 4 says:—“To-morrow we evacuate Bergen. . . . Bergen is the narrow neck of land accessible on three sides by water, and exposed to a variety of attacks in different places at one and the same time. A large body of the enemy might infallibly take possession of the place whenever they pleased, unless we kept a stronger force than our number will allow. The spot is not an object of our arms; if they attack, it would but cut off those who defended it and secure the grain and military stores. These have been removed, and when we are gone, a naked spot is all they will find.”*

In April, 1777, Colonel Abraham Van Buskirk was in command of the British forces at Bergen Point.

The following incident, which occurred a few months later, appeared in a Tory newspaper:—

“Last Friday Night a Party of Rebels, consisting of some Officers and twelve Men, proceeding on an Enterprize to seize the Person of Wm. Van Buskirk, at Bergen Point, were intercepted on their Return through the vigilance of Col. Turnbull, Commander at Powles Hook, whose Men fired upon them, and Mr. Livingston, said to be a junior Brother of Col. Livingston, who was taken at Fort Montgomery, was killed on the spot, and another Person, named Van Dolsan, taken Prisoner, who was brought to Town the next Day, and safely lodged in the Provost.

“The above Gentry plundered several Houses in and about Pembrapough particularly Barent Van Horne, Mr. Vreeland, Mr.

*American Archives. Fifth Series.

an Wagenen, and Walter Clanderon, and in the House last mentioned Mr. Livingston received his Wound."

—New York "Gazette and Weekly Mercury," December 8, 1777.

In this year the British forces occupied the works at Bergen Neck, which they called Fort Delancey in honor of Oliver Delancey, the great Tory of Westchester.* This was garrisoned principally by Tories or "refugees," as they called themselves, who spent more time plundering and murdering their old neighbors, than in honorable warfare.

The following item goes to show that the whole district was overrun with spies and marauding parties, both of the British and militia:—

"Last Wednesday, Jan. 13th, a Mr. Allen, ensign in the Rebel Army, with three Jersey Militiamen, were apprehended on Bergen Point by a party from Captain Anstrulher's company of the 26th Regiment."

—"Rivington's Gazette," January 20, 1779.

In the winter of 1779-80 when fuel was very scarce in New York, Bergen Neck was covered with fine timber valued at £11 per acre. Consequently the Tories cut the timber and sold it to the British in New York. Winfield says:—"To make it safe for them to enter upon their business, it was necessary to have redoubts, breastworks, or block houses into which they could retire at night and to which they might fly in case of attack by day." They occupied Fort Delancey with Captain Tom Ward in command. Ward was a notoriously vicious character, and his men were the worst types of desperadoes and runaway slaves, and were greatly feared by the inhabitants. The character of Ward can be understood from the fact that on one occasion, on

*Winfield's History of Hudson County.

becoming involved in a financial difficulty with a neighboring farmer, he paid three of his negroes to murder him, which they did with terrible cruelty.

This whole territory was overrun with these notorious characters and was the scene of murders, robberies and all kinds of outrageous acts. Farm houses were looted and several were destroyed by fire. The old Close homestead on Twentieth Street was one of several houses that figured conspicuously during the war. It was "marked" to be burned, but somehow escaped destruction.

Constable's Hook was an important place at this time, and was also the center for numerous executions both lawful and unlawful. In 1779 Thomas Long, a New Jersey Tory, was hung on a persimmon tree near the old tide mill at this place. Stephen Ball, of Rahway, was falsely accused by Hatfield's party (also Tories with bad reputations) as being a spy, and was executed or rather murdered, by them on Bird's Point, Constable's Hook January 25, 1781.

Ward's plunderers, thieving and raiding by night at Berger Point, Pembrepogh, Elizabethtown, Newark and along Berger Hill, kept the people terror-stricken.

Pembrepogh was the scene of numerous skirmishes between his band and the militia. In October, 1780, a small battle took place here. About one hundred and fifty American troops came over the King's Highway along Newark Bay to attack and capture Ward, if possible. They were discovered approaching through the woods, and were immediately fired upon by the occupants of the fort. A company of British in small boats anchored in Newark Bay, hearing the firing, started a cannonade. Fearing an attack from that direction by an overwhelming number, the militia retreated, doing little damage to the refugee post.

A Tory account of the affair was described as follows in the New York "Gazette and Weekly Messenger," October 16:—

"On Saturday morning last the Refugee Post at Bergen Point under command of Captain Thomas Ward, was attacked by a party of rebel infantry and horse consisting of about 200 men. After receiving a smart fire from the artillery and musketry of the Refugees, assisted by a cannonade from the gallies* they were forced to retreat."

An extract from the New York "Packet," August 30, 1781:—
"Last Friday night a party went from Newark and captured two loops lying near the Refugee Post on Bergen shore, out of which they took 8 prisoners, who were sent to Morristown."

The "New Jersey Journal" of September 5, 1781, says:—
"Last Wednesday night a party of Ward's plunderers from Bergen Neck, came to the neighborhood of Hackensack, where they collected a number of cattle which the inhabitants retook and killed and wounded several of the miscreants."

A few months later, after one of the raids, the following news item appeared in the "New Jersey Journal" under date of December 12, 1781:—"Last Thursday sennight Captain Baker Hendricks, with a party of men in whale boats went down Newark Bay near the Kills, where he boarded and stripped two wood boats and took one prisoner, and on Thursday night last, he landed a small party of men at Bergen Neck, near the Refugees Post,** where he took two prisoners; and on his return took three noted villains."

In the same paper on February 13, 1782, there also appeared:—"Last Thursday morning a detachment of the Jersey Brigade, under Capt. Bowmay, who were joined by a party of militia, went across the sound (meaning Newark Bay) on the ice to the Refugees Post on Bergen Neck, where they captured three

*The British gallies patrolled Newark Bay to protect Bergen Neck.

**Foot of West Fifty-sixth Street was a favorite landing place.

of the miscreants, one of whom was of a sable hue ; they bayon-
etted the negro, who refused to surrender. No artifice could in-



Drawn by Edwin H. Alexander.

FORT DELANCEY.

duce them to sally out, therefore no other trophies were obtained than those above mentioned."

A Tory account of the same occurrence follows:—

"On Thursday morning before sunrise, two hundred Rebels from a New Jersey Brigade, attacked Fort De Lancey, commanded by Major Ward. They had meditated the attack for some time and lay for two nights upon their arms. The advanced sentinel, a negro, was bayoneted. They were driven off. They then formed in three columns on the ice, were again attacked and led."

—New York "Mercury," February 11, 1782.

On the night of March 29, 1782, still another fight took place. Some Newark militia in whale boats landed at about where Fifty-fourth Street now is. Here they captured seven prisoners who lodged in houses along the shore. A party was sent out from Fort Delancey to intercept them, and was fired upon. On their returning the fire they killed and wounded four of their own men who were prisoners, besides two or three of the militia, who made their escape over the darkened waters.*

Fort Delancey was evacuated and burned by the Refugees themselves in September, 1782, and the following month Ward and his despised followers embarked for Nova Scotia.

The ruins of this old fort remained comparatively a long time, but now there is nothing left to indicate that a fortification of any kind stood on this site. Recently a rusty cannon ball was unearthed from under an old tree in front of No. 90 West Fifty-second Street. Besides this, an old bayonet and portion of a cap were dug up on the neighboring property. No doubt the property in this locality and that running toward Newark Bay contains similar relics buried under a few feet of soil.

*Rivington Gazette No. 573.

CHAPTER VII.

1782—1830.

Peace—Washington Greeted by the Inhabitants on His Way to New York—Slavery Declared—Immigration and Education—War of 1812—First Manufacturing Concern at Constable's Hook—Extreme Cold—Humor of 1826.

This section played no other important part during the Revolution.

In April, 1789, when George Washington journeyed to New York on the occasion of his inauguration as first President of the United States, his route led him through New Jersey to Elizabethtown Point (Elizabethport), and thence through the Kill von Kull and New York Bay to New York.

The local inhabitants and those in Bergen began to arrive on the Bergen Point shore early in the day, so as not to miss the opportunity of seeing their beloved leader and cheer him on his way.

Daniel Van Winkle, in his history of "Old Bergen," describes the occasion thus:—"His (Washington's) whole journey was in the nature of a triumphal procession, but nowhere was his reception more enthusiastic or his greetings more sincere than on his passage from the Point through the Kills. He embarked in a barge, splendidly decorated, and conveyed by others, with flags and music. As he entered the Kills, between Staten Island and Bergen Point, the procession was met by other boats from the shores, gay with bunting. From the shores of Bergen Point, which were lined with the citizens of 'Old Bergen,' he was greeted with the booming of cannon, waving of flags and loud huzzas of the people. Their joy knew no bounds, and until the procession receded in the distance, their applause and rejoicing continued."

The following act was published by G. Craft at Trenton in 1798, and throws some light on the great question which in after years the people of this country had to confront. It begins:—

“Slavery Declared.”

“An Act, respecting Slaves.

“Be it enacted by the Council and General Assembly of this State, and it is hereby enacted by the authority of the same, That every negro, indian, mulatto or mestee, within this state, who, at the time of passing this act, is a slave for his or her life, shall continue such during his or her life, unless he or she shall be manumitted and set free in the manner prescribed by law.

“Passed at Trenton, March 14, 1798.”

It was not long after peace had been declared that home-seekers from different parts of the State began to arrive, and farms gradually increased in number. Grounds were cleared of timber, fields were cultivated and a thriving section soon developed.

The wise old Dutchmen and Englishmen were not slow in realizing the necessity of educating their children. Those located near Bergen Town marched their children off to the rude school there, and those in Pembrepogh and along Bergen Neck taught their children the best they knew how at home.

The following examples are specimens of those used in the instruction of that day:—

“A gentleman a chaise did buy,
A horse and harness too;
They cost the sum of threescore pounds,
Upon my word 'tis true.
The harness came to half of th' horse,
The horse twice of the chaise;
And if you find the price of them,
Take them and go your ways.”

“Answer:—Chaise, 15l.; Horse, 30l.; Harness, 15l.”

"Seven gentlemen who were traveling, met together by chance, at a certain inn upon the road, where they were so well pleased with their host, and each other's company, that in a frolic they offered him 30l. to stay at that place so long as they, together with him, could sit every day at dinner in a different order. The host thinking that they could not sit in many different positions, because there were but few of them, and that himself would make no considerable alteration; he being but one, imagined that he should make a good bargain, and readily, for the sake of a good dinner, and better company, entered into an agreement with them and so made himself the eighth person. I demand how long they staid at the inn, and how many different positions they sat in? Answer:—The number of positions were 40,320 and the time they staid was 110 years, 142½ days; allowing the year to consist of 365 days, 6 hours."

"A Grocer's Bill.

"Bought of Thomas Hartley, May 19, 1811.

	s.	d.	l.	s.	d.
3 lb. of Raisins of the Sun.....at o	5	per lb.	o	3	4
15 lb. of Malaga Raisins.....at o	4½	"	o	5	7½
10 lb. of Currants.....at o	6½	"	o	5	5
11 lb. of Sugar .....at o	4½	"	o	4	1½
2 Sugar Loaves, wt. 15 lb.....at o	9	"	o	11	3
13 lb. of Rice .....at o	3	"	o	3	3
5 lb. of Black Pepper.....at 1	6	"	o	7	6
10 oz. of Cloves .....at o	10	per oz.	o	8	4

The War of 1812 did not disturb the inhabitants, although much excitement was shown. At this time the Hazard Powder house* was located at Constable's Hook on Kill von Kull, and was the first manufacturing concern in this locality. It sup-

*In after years part of this building was used for prize-fights, dog fights, etc.; only a few years ago it was torn down.

plied great quantities of gunpowder to ships, as well as Fort Jay on Governor's Island and forts on Ellis' and Bedloe's Islands.

Slaves were made free by a law in 1820, but most of those who were formerly slaves in these parts remained with their owners, to work for a living.

There was an extreme cold wave in January, 1821; New York* and Newark Bays were frozen solid. Many persons crossed the ice from New York, and a half way house was erected for the accommodation of travelers crossing the ice, according to Shaw's "History of Hudson County."

In looking through the New Jersey Almanac, printed in Elizabethtown in 1826, the author finds the following:—"How to destroy Flies—A Frenchman who sold powder for killing flies, gives the following recipe: 'Catch de fly and tickle him under de troat, and when he opens his mout to laugh, trow in de powdre and it will choke him.'"

*New York Bay, previous to this time, was called Oyster Bay, named so because of its abundant supply of oysters in colonial days.

CHAPTER VIII.

1830—1857.

Description in 1830—Pursuits—Cholera—Boundary Line in New York Bay—Morris Canal Through—Hudson County Erected—New Cemetary—Town Officials Chosen in 1855.

At this time farms were established and flourishing. A fringe of farmhouses ran along the shore and a few along the middle road. Constable's Hook was Van Buskirk property, and several farms were situated there. Terhune's grist mill was situated at the Hook. Here the farmers in the neighboring country took their grain to be ground. Frank Miller kept a store at Bergen Point (now Avenue C and First Street). His building was just east of the Latourette House. He kept groceries, tobacco, etc. In the rear of his property, Berger, a Frenchman, kept a cider press. Children on their way to school would stop here and suck cider through a straw to their full capacity. An apple orchard stood on both sides of the road at that time. Hartman Vreeland's tavern was situated at about Forty-ninth Street. There was no postoffice. The inhabitants had to go or send to Jersey City for their mail. Abraham Van Buskirk and Colonel Cadmus each kept a few slaves, and John Van Buskirk, of the Hook, kept about a dozen. In these days, the inhabitants gossiped about local affairs principally, for outside news was scarce. When some one had been "in town" and returned with a New York "Evening Post," that person was usually surrounded by a group, eagerly listening as the news was read aloud. Worship

was held every Sabbath in the "new" Bergen Neck Reformed Church on the Bergen Point Road, where the folks went "to hear Minister Boyce preach."

Hon. Anthony H. Ryder describes the inhabitants in Shaw's History of Hudson County as follows:—"The current of life ran evenly at the fireside. There sat the venerable Bergener, silently puffing his pipe, looking into the fire with half-shut eyes, meditating for hours together; the good Vrouw, on the opposite side, would employ the time in spinning yarn or knitting stockings.

. . . In their quiet way, the inhabitants are said to have followed their callings, principally agriculture. Shad fisheries and the oyster grounds furnished fields for busy enterprise and a profitable employment."*

They enjoyed life, too. Currie's Woods was the objective point for picnics, and the good, old-fashioned Dutch descendants, with their families, would participate in a day's rollicking. The boys, upon growing up, would be sent out to learn a trade, but evidently it was a hard matter in those days to keep an apprentice to his work. Whether it was because of hard masters, or stubborn dispositions on the part of the boys, it is difficult to say. The following advertisement appeared in the Newark "Daily Advertiser," Tuesday, February 28, 1837:—

"One Cent Reward.

"Ran away from the subscriber on or about the middle of August last an indented apprentice to the Harness, Collar and Whip making business, named Joseph Smith. Said apprentice is about 4 ft. 5 or 6 inches high, dark hair and eyes, aged about 14 years. Whoever will return said apprentice shall receive the above reward but no charges.

"Shugard & Macknet."

*See Chapters 19 and 20 for early religious affairs and travel.

Another one that was published about the same time reads:—

“One Cent Reward.

Ran away on the 21st inst. from the employment of the Subscribers an Indented Apprentice to the Sash and Blind making Business, named Wm. A. Perry. Said boy is about 5 feet 4 inches high, rather slim built, is fond of Rum, and too lazy to work. All persons are forbid to harbor or trust said boy, under the penalty of the law.

“Merchant & Roff.”

Cholera visited this section during the years 1830 and 1832, resulting in numerous deaths.

By an act of Congress, approved June 28, 1834, the boundary line between New Jersey and New York was finally settled. This gave New York exclusive control over the waters of New York Bay, Bedloe and Ellis' Islands, and the waters of Kill von Kull, between Staten Island and New Jersey, while to New Jersey was given the ownership of land under the waters west of the middle of the bay and Hudson River.

In Gordon's Gazetteer of New Jersey appears the following short description in 1834:—

“Pamrepau, small scattering settlement, in Bergen t-ship, Bergen Co., on New York bay, about 5 miles below Jersey City, occupied by descendants of the original Dutch settlers.”

In 1835, John Carragan, who conducted a little school at the junction of what is now Avenue D and Twenty-fourth Street, started a store in the rear of A. Dege's present store on Avenue D near Twenty-second Street. This was among the first, if not the first, general shop in Bayonne, and was patronized quite freely.

In 1836, the Morris Canal, bounding Bayonne on the north, was put through.

At this time Bergen County extended as far south as Constable's Hook. In 1840, by legislative enactment, part of Bergen

County, including the Bergen Neck, was changed and erected into County of Hudson, so named in commemoration of Henry Hudson.

In 1849, the dreaded cholera again broke out and was not checked until numerous deaths had resulted from it. In consequence, "Cobby" James Van Buskirk, of the Hook, laid out the new burial grounds on Constable's Hook, East Twenty-second Street and Avenue I.

At the annual town meeting in the spring of 1855, it was decided to hold the spring and fall elections at Egbert Wauters' hotel on the Plank Road, to elect three constables, and to raise \$3,300 for support of schools, \$500 for repairs to roads, and \$300 for the poor. James H. Farrant, George Anderson and Aaron Y. P. Jones were elected as Town constables. Other officials chosen that spring were:—Chosen Freeholders, Mindert Van Horn, Jacob A. Van Horn; Superintendent of Schools, John Welsh; Commissioners of Appeal, Hartman Van Wagenen, William Stringham, Edmund C. Bramhall; Assessor, James W. Welsh; Town Clerk, Abraham P. Newkirk; Judge of Election, James M. Jones; Justice of the Peace, Francis P. Miller; Surveyors of Highways, Richard Vreeland, Daniel Van Winkle; Collector, Henry R. Welsh; Pound-Keepers, George Anderson, John V. H. Clendenny, James H. Farrant; Overseers of the Poor, James J. Van Boskirk, Abraham Speer; Overseers of Highways, Abraham P. Vreeland, James J. Van Boskirk, Henry Brinkerhoff, Henry G. Van Reyphen, Hartman Van Wagenen; Town Committee, Andrew P. Simonson, John Brinkerhoff, Garret Van Horn, Henry Newkirk, Winfield Stringham, Daniel Vreeland, John Mandeville, Peter Rowe, Garret G. Newkirk, William Stringham, Nicholas S. Vreeland, Peter Jones; Game-Keepers, Benjamin Hueston, John Wauters, Michael J. Vreeland.*

*Shaw's History of Hudson County.

CHAPTER IX.

1857—1860.

Act to Lay Out Streets—School Improvements—Bayonne Set Off as a Township—Origin of Name—Township Government—General Description.

We next come to a period of great importance in the erection of what is now Bayonne City.

An act had been passed by the Legislature, and approved March 16, 1857, "authorizing the appointment of commissioners to lay out and map streets, avenues and squares in that part of Bergen Township south of the Morris Canal in Hudson County," and the Commissioners thus appointed were Andrew D. Mellick, Jacob A. Van Horn, Jacob M. Vreeland, Hartman Vreeland and Egbert Wauters, who were required to complete their work within two years from the passage of the act. By a supplement to this act, approved April 7, 1868, Hiram Van Buskirk, Solon Humphreys, Henry Meigs, Jr., John Combes and Erastus Randall were appointed Commissioners, and their powers were prescribed "to cease on the first day of May, eighteen hundred and seventy-three."

On May 25, 1857, a plot of ground fronting on Dodge and Fifth Streets, containing about $13\frac{3}{4}$ city lots, was procured from Rosewell Graves for the site of a school house, and a Building Committee, duly appointed, was directed to build and furnish a district school house thereon, the cost of which, including the lots, was not to exceed three thousand dollars. By the report of the

Treasurer of the Board of School Trustees, dated March 4, 1860, it was shown that the new building and furniture for District School No. 5 cost \$2,190.86, and 13 $\frac{3}{4}$ lots of ground occupied, \$831.50; total cost, \$3,025.36.*

This building for many years was known as the First Ward school house and is now located on Dodge Street in rear of No. 4 brick school, near its old site. About one hundred scholars attended, and there were two teachers. It was used for a time as a police station for the Fourth Ward, and later converted into a dwelling house.

On March 15, 1861, by an act of Legislature, the Township of Bayonne was set off from the town of Bergen. The same year, Albert M. Zabriskie was appointed the first Chosen Freeholder of Bayonne.

There has been some doubt as to the signification of the word naming the locality. It may have derived its name from Bayonne in France, being pronounced Bă-yon'. There is a story that French Huguenots settled here some time before New Amsterdam was settled. They are said to have remained about a year. This, however, is probably some old fireside legend, without a particle of truth in it. The author has searched, but can find nothing to give this story foundation. He is also told that when Erastus Randall, E. C. Bramhall and B. F. Woolsey bought the land owned by Jasper and William Cadmus, for real estate speculation, they called it Bayonne by reason of its touching the borders and being on the shores of two bays, Newark and New York—hence Bay-on, or on the bays. This, in all probability, is the real origin of the name.

*From the first Directory and Manual of Bayonne, published 1879-80 by the Bayonne Printing Company.

TOWNSHIP GOVERNMENT.

The first elected Committeemen of the Township of Bayonne held their first meeting for the transaction of business April 13, 1861, at the house of H. B. Beaty, in Centreville.* Present—Hartman Vreeland, Ebenezer G. Ferris, William L. Beaumont, De Witt C. Morris, Peter Vreeland, Hiram Van Buskirk, Clerk. Hartman Vreeland was elected chairman, and William Beaumont Treasurer; there being, at the election, a tie vote for Committeeman between Jacob A. Van Horn and De Witt C. Morris, Mr. Van Horn declined serving and De Witt C. Morris was appointed as a member of the Committee by a unanimous vote of the Board.**

At the time of Bayonne being erected into a township, it was composed of Saltersville*** (now the Third Ward), Centreville, Bergen Point and Constable's Hook. About this time, there were only three stores in this entire section. One was kept by Michael Mullaney at Saltersville. Another was in Centerville, and kept by Hansan Carragan. Robert A. Ansart was proprietor of the third, located at Bergen Point. Later, G. D. L. Zabriski opened a country store on the old Plank Road opposite the La Tourette House stables. These stores kept a supply of everything from a wooden button up, including hardware, tinware, dry goods, boots, shoes, clothing and tobacco. Apple jack was sold at twenty-five cents a bottle. A post-office was in most of these stores, and the folks would congregate to get their mail and gossip about the oyster war. A two-horse express carried the mail to and from New York each day.

A bucket company was the only means of fire protection.

On First Street there stood an edifice, originally designed for

*Named so for reason of its being in a central location.

**First Directory and Manual of Bayonne.

***Saltersville was named after David Salter, who lived at and erected a number of houses in Pamrapo.

a lecture hall and during many years serving as a school house. This was the first school in Bergen Point. It was east of the residence of Sheriff Garretson. The Bergen Point Lyceum met at this hall for several seasons. This was an institution organized to promote mutual instruction among the members, the ordinary exercises consisting of debates and lectures. Straw rides, sleighing parties, corn husking parties and singing classes occupied the time of the younger set. These elements were centralized at the La Tourette House, especially during the summer.

Bayonne was indeed a farmer's paradise; flourishing farms were and there; men and boys working in the fields; cows in the pastures, feeding; fields of waving corn, with a bay on either side; birds singing merrily in the woods; the occasional bark of a dog; the neigh of a horse; the crow of a rooster; the rattle of milk cans; a "Gee-up" and "Ho"—these were the things that confronted one when traveling along the old Plank Road in days of yore. Bergen Point was "the town," and the section north of Fourteenth Street, which was two-thirds woods, was the "country," in which there were scattered a few houses.

At this period school was also held in the old frame building which stands in the rear of Hudson Engine House on Avenue D. The teacher received \$400 per year. In 1855, Brooks, father of Police Inspector Brooks of New York, was the teacher. John E. Andrus (now Mayor of Yonkers) taught this school a few years later. Another school stood at Avenue E and Grand and Centre Streets. At the close of 1861 the township could boast of three district schools, three teachers and 596 pupils.

Fish's Lane, in Pamrapo, received its name from Captain Robert Fish, who lived there. His house is still standing. He built the tower on it to get out of reach of the mosquitoes.

CHAPTER X.

1860—1866.

Civil War—Close Light Guards—Excitement During War—First Port Johnson Coal Dock.

Rumors of war with the South, at this period, were freely discussed among the inhabitants. War was the topic everywhere. It was talked about in the meeting-house, in the store, by the fire-side at home, and in the fields. Farming was neglected.

In the spring of 1861, the great Civil War broke out. Middle-aged men and youths hastened to enlist, while the old men and boys remained at home to work the farm.

The local military company, called the Close Light Guards,* was merged into Company E of the Second New Jersey, in April, to serve for three months. This company drilled at the Mansion House, then located on Grand Street, Pamrapo. In August, 1862, most of them re-enlisted for nine months' service in Company C, Twenty-first New Jersey. They were sent to Washington. Others enlisted in New York and Jersey City.

During the war, the post-office was besieged with anxious inhabitants for letters from their loved ones guarding the Capitol and on the fighting border. New York newspapers, such as the "Tribune," "Herald" and "Post," were bought and read with eagerness. Food products went up. Milk was sold at thirty cents per quart, yeast as high as twenty cents, and tea at \$1.50.

*Named after J. B. Close, a local resident.

A military company wearing the French uniform, called the Duryea Zouaves, camped for nearly a year on the property now used as a picnic grove on the Newark Bay shore in Panrapo. This company was not composed of local men. They were a rough lot, and always in mischief. The inhabitants were not sorry at their departure.

At last the long years of war passed by, and the survivors returned home. There was great rejoicing, except for those who had lost their dear ones. The little township had done its first important duty, and that was in serving its country.

The first coal dock at Port Johnston (on the Kill) was completed and in operation in July, 1866. This place became one of the principal coal depots in the country. It was named in honor of the President of the C. R. R. of N. J. at that time.

CHAPTER XI.

1866—1872.

Incorporated as a City—Charter Submitted to the People—Newspaper Extracts—First City Officials—Last Meeting of Township Committee Men—Organization of City Government—Important Ordinances—Assessed Valuation of Property in 1869—Public Improvements—First Police Chief—First Annual Tax Assessment—Organization of Fire Department—First Sewer Main.

The steady growth of population in the Township of Bayonne, which in 1865 numbered 1,700, was thought by the majority to warrant a charter for a city government. Accordingly, a few years later, after a little effort on the part of certain individuals, "An act to incorporate the city of Bayonne" was passed by the Legislature, and approved March 10, 1869.

The city was divided into three wards, and power was vested in the Mayor and Council to increase the number of wards. The charter provided for the election of a Mayor and Recorder as city officials, and for the election in each ward, as ward officers, of two Councilmen, a Constable, Pound-Keeper, Commissioner of Appeals, Tax Assessor,* and three Inspectors of Election; also a

*It might be of interest to note here the taxable property in 1868:

Lands valued by the acre.....	\$2,021,000
Houses and lots valued at.....	604,750
Personal property	284,425
	<hr/>
	\$2,910,175

School Trustee in each ward. By the charter, the school trustees of the several wards were constituted and called a Board of Education.*

On Friday, March 19, 1869, the new charter of the city was submitted to the people, and was ratified by a vote of 225 to 34.

NEWSPAPER EXTRACTS.

The following item appeared in the New York "Times," Saturday, March 20, 1869:—

"The charter for the city of Bayonne was ratified yesterday by a popular vote,—225 having voted for it, to 34 against. The new city consists of the neck of land known as Bergen Point, and embraces a population of 4,000 souls. The charter provides for the election of a Mayor and Aldermen every two years. The city is divided into three wards, and will have four or five special Constables."

In the Jersey City "Evening Journal" of Monday, March 29, 1869, this paragraph is found:—

"The new city stands so appalled at the sudden greatness thrust upon it—a stake with plentiful condiments, spring birds, springing frogs and in one word, sprung rum, that movements for the corporative officers are very slow."

Apparently, from old newspaper accounts, chicken thieving was practised very frequently. In the "Evening Journal" (Jersey City) of March 4, 1869, there appears:—

"Chicken thieves are still numerous in this neighborhood. Two darkies were found at this game, night before last, one of whom had his coattail shot off. 'Nigger Bill' swears he don't like fowl any more—give him soft clams."

On March 12, in the same paper, the author finds:—

"A police is wanted to protect the inhabitants from chicken

*First Directory and Manual of Bayonne.

thieving, which is principally laid to the account of the darkies infecting what is called the 'negro settlement.'"

Horse racing was a chief sport. The Plank Road was the scene of many a lively contest. In the Jersey City "Evening Journal" of Monday, March 29, 1869, is found this:—

"Racing,—this sport, so gratifying to the sporters but terrifying to youngsters, was lively on the Plank road yesterday. Several accidents occurred which did not result in any material damage. Why not take the back road?"

The following is an item which also appeared about this time in the "Hudson County Times":—

"A milkman in Hudson City has adopted a new and somewhat novel method of giving his customers fresh milk. He drives his cows from door to door and allows each to milk the required amount and then water and chalk to suit their taste."

CITY GOVERNMENT.

The first election under the original city charter was held Tuesday, April 13, 1869. The following were elected:—

Mayor.

Henry Meigs, Jr., on the Citizens' Ticket.*

Recorder.

William D. Myers.

Councilmen.

President, Jacob R. Schuyler.

First Ward.

Rufus Story, William L. Beaumont.

Second Ward.

Jacob R. Schuyler, Charles C. Hough.

Third Ward.

John Combs, Joseph Elsworth.

*A copy of Mayor Meigs' speech of acceptance, dated April 26, 1869, is among the collections of the New Jersey Historical Society.

City Officers.

City Clerk, Francis I. Smith.

City Treasurer, Samuel T. Brown.

Collector of Revenue, John H. Carragan.

Street Commissioner, Hiram Van Buskirk.

City Surveyor, Emmet Smith.

City Attorney, William H. Johnston.

City Council, Leon Abbett.

Overseer of Poor, Edward Perry.

Board of Education.

President, Frederick G. Payn.

Secretary, William D. Myers.

First Ward.

Frederick G. Payn, David C. Halsted,

Charles Davis.

Second Ward.

John Van Buskirk, Jr., Nathan Bartlett,

Cornelius H. Vreeland.

Third Ward.

William D. Myers, Joshua S. Jones,

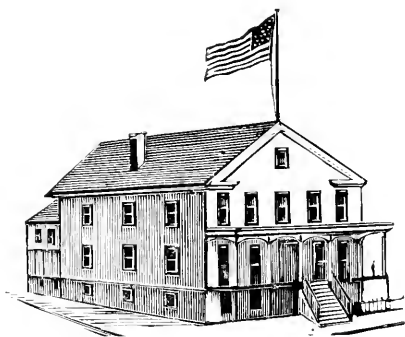
John W. Russell.

The last meeting of the Board of Committeemen for the township was held April 26, 1869. The minutes of this meeting closed thus:—

“The Board at half past eight o'clock adjourned, sine die, harmony and good will prevailing. (Signed) E. C. Bramhall, Chairman; F. I. Smith, Township Clerk.”

On April 26, 1869 (then beginning of the Councilmanic term according to the charter), the Mayor and Councilmen-elect assembled at Carragan's Hall (called Council Hall), at Avenue D and what was then Twenty-seventh Street (now Twenty-second), for

the purpose of organizing in compliance with the charter, and a thorough organization was effected.



COUNCIL HALL,
THE FIRST CITY HALL AND LATER THE PUBLIC LIBRARY.*

In June, the following ordinance was passed:—

“An Ordinance

“To fix the Salaries of Officers, for the year ending the first Monday of May, 1870.

“The Mayor and Council of the City of Bayonne do ordain as follows:

“Sec. 1. There shall be paid to the several officers named in this section, the following annual salaries, to be paid in quarterly installments, to wit:

“To the Recorder for the first, being the present year, the sum of three hundred dollars; for the second year, the sum of four hundred dollars; for the third year the sum of five hundred dollars.

*This building was originally built by George Carragen & Co., grocers, in 1867, and occupied by them until 1873. The Free Public Library entered it in 1892.

“To the City Clerk the sum of eight hundred dollars.

“To the Collector of Revenue, the sum of six hundred dollars.

“To the Treasurer, the sum of six hundred dollars.

“To the Corporation Attorney, the sum of two hundred dollars.

“Sec. 2. To the Judges of Election of the several Wards, the sum of six dollars each, for their services as rendered at each election.

“To the Ward Clerks of the several Wards, the sum of seven and one-half dollars each, for their services as rendered at each election.

“To the Assessor of the First Ward, the sum of one hundred and twenty-five dollars.

“To the Assessor of the Second Ward, the sum of one hundred and twenty-five dollars.

“To the Assessor of the Third Ward, the sum of one hundred and twenty-five dollars.

“To the Commissioner of Appeals in cases of taxation, the sum of five dollars for each day employed.

“To the Board of Commissioners of Assessments shall be paid the sum of ten dollars for each assessment to be assessed upon the property included in each assessment for which the services are rendered.

“Passed June 11, 1869.

“Approved June 15, 1869.

“Attest: F. I. Smith,

“Clerk.

Henry Meigs,

Mayor.”

By an ordinance passed June 22, 1869, the first Board of Health was created in the city.

About this time it was deemed necessary to have police to patrol the city. An ordinance was passed therefor, on August 31,



BIRD'S EYE VIEW



BAYONNE IN 1875.

Courtesy of Bayonne Times.

1869, to establish and regulate a Police Department. A few months later, George B. Whitney was appointed Chief of Police. Michael Connolley and C. Van Horn were appointed patrolmen by Mayor Meigs at the same time. This, then, was the organization of the police force. The population had now grown to 3,834.

The first annual tax assessment (exclusive of poll tax) under city charter for the year ending May 4, 1870, was fixed by ordinance passed in September, 1869, and amounted to \$31,620. It was composed of the following:—Payment of interest, \$4,935; payment of salaries, \$3,335; printing, \$1,000; public schools, \$8,000; street repairs, \$5,000; support of poor, \$500; Map and Grade Commission, \$5,000; day and night police, \$2,100; city prison and lockup, \$500; election purposes, \$150; public health, \$100; contingent expenses, \$1,000.

On December 14, 1869, the Council removed and first met to transact public business in the City Hall room (Hendrickson's building) on Avenue D, corner of Maple Avenue (now Thirty-first Street), and they continued to hold their meetings at that place for the next five years.

The first Bayonne newspaper was the "Bayonne Herald and Greenville Register," which was first issued December 25, 1869, as a weekly, with Roswell Graves as editor.*

In the winter of 1869-70, Public School No. 2, on Avenue D, between Twenty-fifth and Twenty-sixth Streets, was erected at a cost of \$12,000. No. 5 School at Constable's Hook was also erected about this time, and was opened for use in 1870.

In August, 1870, the "Hudson County Times," weekly, was established and published at Bergen Point by the Times Printing Company of Jersey City.**

*Now published at Bergen Point as a weekly democratic paper. Owned and edited by Col. H. C. Page.

**Now published by the Bayonne Printing and Publishing Company (J. T. R. Proctor, Editor) at Avenue D and Thirty-first Street, as a daily republican paper, called the Bayonne "Daily Times."

In November, 1870, an ordinance was passed "to Establish, Regulate and Control a Fire Department." The first fire company was organized in Pamrapo, with a membership of about thirty-five, and was called Truck I. "Hope Hose" Company No. 2 (named after Col. Hope, of N. J. C. R. R.) was organized soon after. This company occupied the former frame school building which stood on the site of "Hudson" Company's present building. It is now in the rear and used as a stable. About the same time, the "Kid Glove" Chemical Engine Company, No. I, was organized, and had their quarters in Schuyler Hall, Bergen Point. The Fire Department in 1870, therefore, had three apparatus, with a total of about one hundred and twenty men, and was volunteer. Fire alarms were sounded by the church bells. Steel locomotive tires, cut and hung by chains, were also struck with sledge hammers; one being near the Thirty-third Street station, another at "Hudson" Company's present building, and another in Pamrapo.

The first sewer main was known as the Cottage Street sewer, and was built in 1870-1871.

No. 4 School, on Fifth Street, was erected shortly after No. 2, at a cost of \$16,000, and was opened in September, 1871. The old frame school house on Dodge Street was then converted into an engine house. Shortly after this School No. 3 was erected in Pamrapo on Centre Street, at a cost of about \$17,000. One thousand children attended the public schools at this time.

From the time the city was surveyed and laid out, in 1869, public improvements progressed very rapidly. Streets and avenues were opened and graded, including the two principal thoroughfares, Avenues D and C;* sidewalks were flagged and curbed; crosswalks were laid; sewers constructed, and gas pipes put through.

*An ordinance was passed December 7, 1869, "to open, regulate and grade Avenue D from Cottage Street to the Morris Canal." On June 21, 1870, an ordinance was passed "to open, regulate and grade Avenue C from North Avenue to the Morris Canal."

COST OF LIVING IN 1871.

Four, wheat, per barrel.....	\$10.75
Tea, Oolong, per pound.....	.70
Beef, roasting, per pound.....	.19
Lard, per pound.....	.15
Potatoes, per bushel.....	1.02
Milk, per quart.....	.08
Eggs, per dozen.....	.30
Coal, per ton.....	9.25
Pine wood, per cord.....	7.00
Cotton flannel, per yard.....	.27½
Men's heavy boots, per pair.....	4.00

CHAPTER XII.

1872—1879.

Revised Charter—First Street Gas Lamps—School Improvements—
First Fire Chief—Fourth Ward Created—Newspaper Extracts.

On March 22, 1872, a revised charter was approved, which provided that all the powers and authority vested in the so-called Map and Grade Commissioners, upon the expiration of their term of office, should then and thereafter be vested in the Mayor and Council. The Commissioners continued in office until May 1, 1873, when their term of office expired.* Their duties then devolved upon the Board of Councilmen, since which time the Board have had the direction and control of the public improvements in the city.

On February 29, 1872, the first street gas lamp for public use was lighted (ordinance passed December 12, 1871), and in October following a number of the streets in the First Ward were lighted with gas, by contract.

According to the annual report of Police Chief Whitney for 1872, the total number of arrests were two hundred and twenty-five, and the number of places selling liquor in the city limits was forty-six.

During this year the "long dock" had been filled in.

An additional ward was created on March 11, 1873; thereby the city was divided into four wards. The number of Councilmen and other ward officers was proportionately increased.

*Total expenditures amounted to \$24,252.14.

In the winter of 1873-74, the first night school was opened in School No. 4. About this time the city purchased Carragan's building for \$10,500, which was reconstructed on the same site where the city government had been inaugurated in April, 1869. On June 30, 1874, the Mayor and Council first met in this, the new City Hall.

For the year 1875, the aggregate sum of \$90,675.78 was to be assessed and collected. This included \$19,720 for supporting and maintaining public schools; \$4,000 for street repairs, etc.; \$9,984 for salaries of city officials; and \$21,500.78 for lighting streets.

In the spring of 1876, No. 1 School, which was being built on Fifth Street between Avenue C and Newman Avenue, was opened for use (cost about \$20,000). Five spacious brick buildings for public school purposes had so far been erected in the several wards, under the direction and supervision of the Board of Education, and a system of instruction was established which placed the schools of the city on a par with the best public schools of the State.

About June 1, 1877, the Standard Oil Company erected an oil refinery on Constable's Hook. This was the beginning of their present enormous plant at that place.

The first chief engineer of the Fire Department was appointed in the same year. This was E. Berry.

At this time it was thought advisable to revise and alter the division into wards, and to increase the number of wards. An ordinance was passed in August, 1877, to create a new ward, notwithstanding the objection of Mayor Meigs. This ordinance was to take effect March 10, 1878. However, on January 22, 1878, this ordinance was repealed.

Extracts from local newspapers during this epoch:—

"Chestnuts should be very cheap this year—there is an abundance of them."

"Boatmen on the canal are hurrying up their trips in anticipation of an early close of navigation."

"Farmers are busily engaged in husking corn. The crop is very large, which fact causes the farmers to smile amazingly."

"Bovine Express.

"An enterprising citizen passed our office* on Wednesday morning, driving a yoke of oxen attached to a large wagon loaded with various articles of merchandise, on his way to New York. We afterward saw the same team on its way up Centre Street, New York, followed by a company of boys who manifested great curiosity at the unusual spectacle. Bovines have been brought into quite general use, owing to the prevailing epidemic among the horses."—"Hudson County Times," November 1, 1872.

*Avenue D, near Cottage street.

CHAPTER XIII.

1879—1883.

Lane Elected Mayor—General Description—City Finances—Fifth Ward Erected—Contract for City Water—Avenue D Macadamized.

In 1879 Stephen K. Lane was elected Mayor on Citizens' ticket, to succeed Henry Meigs.

A glance at the city in 1879. Police Headquarters and City Prison occupied the basement of the former Public Library, then the City Hall. The Fourth Ward police station occupied the old No. 4 School on Dodge Street. The number of churches was eleven. The Fire Department had a total membership of one hundred and eighty-five, with five companies, besides the Kill von Kull hand engine at Bayonneport (property of the C. T. Reynolds Company), manned by the employees of the color works. The Bayonne and Greenville Gas Light Company advertised gas at \$3.00 per 1,000 feet. Oliver's express boasted of the "largest and best truck in the city."

The post-offices within the boundary of the city were located at Bergen Point, Bayonne, Panrapo and Van Buskirk's (Constable's Hook). The first named was on Sixteenth Street (now Eighth), opposite the Central Railroad depot; C. T. Munn was postmaster. The second was on Avenue E, corner of Bayonne Avenue (now Thirty-third Street), with J. Murphy, Jr., as postmaster. The third was the Saltersville post-office of years past; M. Mullaney, postmaster. The fourth was on Constable's Hook. G. Christians was postmaster here.

In this year Bayonne was divided into four wards, with five public and three private schools. The Police Department consisted of one chief and eight patrolmen. Two weekly newspapers, the "Herald" and "Times," supplied the local news. The C. R. R. of N. J. had four depots, and trains ran frequently. Real estate was booming, and there was a remarkable increase of stores for the next ten years. Extensive coal docks had been built on the Kills. Ten large manufacturing concerns were located at Constable's Hook, and gave employment to hundreds of men.

From the financial statement made by the Mayor to the State Comptroller on October 1, 1879, the following is included:—

Obligations contracted; \$17,200 war bonds, \$228,000 funded assessments, \$219,000 improvements, \$165,000 tax bonds (ten years), \$106,500 city bonds (twenty years); total amount of funded debt, \$735,700. Amount of floating debt, \$76,758.22; sinking fund, \$27,000; real property, \$5,250,500; personal property, \$153,000. Total rate of tax for city purposes, \$1.47 per \$100.

Some annual expenses; School, \$14,550; salaries, \$8,555; Police Department, \$7,400; repairs to roads, \$3,000; lighting streets, \$8,925.

For the sanitary survey and inspection of Bayonne in April, 1880, by Messrs. Brush and Eddy, they report in part:—"Highest elevation above sea level is 67 feet. The lowest, one foot. Average level is 30 feet. Character of the surface soil is sandy and loamy, with occasional cropping of trap rock. Water supply is by means of wells and cisterns. There are forty-three miles of unpaved streets and one mile paved (that macadam). There are four and one-half miles of sewers. Dwelling houses number about 1,200, mostly frame. There are about three hundred tenement houses."

In 1880, the population had increased to 9,372, of which

about 725 were under five years of age. There were thirty-two marriages and one hundred and ninety births and one hundred and forty-five deaths in the same year.

On March 15, 1881, part of the Second Ward was cut off and termed the Fifth Ward.

The first attempt to obtain water was made in 1881, when a contract was made with Jersey City to supply Bayonne. In 1882 water main No. 1 was laid from Jersey City, at a cost of \$61,860.50. The water was unfit to drink, and was used mostly for manufacturing purposes.

In November, the following year (1883), Avenue D from Cottage Street to the Morris Canal was macadamized, at a cost of about \$108,400.

CHAPTER XIV.

1883—1891.

Oliver Elected Mayor—Ordinance for Better Observance of the Sabbath—Newman Elected Mayor—Street Names Changed—Liquor License Increased—Electric Lights—New School—Free Mail Delivery—Hospital Founded—Establishment of Public Library—Growth of Population—New City Hall—Martin Act.

In 1883, D. W. Oliver was elected Mayor on the Democratic ticket.

An ordinance for the better observance of the Christian Sabbath was passed in October, 1884. This prohibited public parades, accompanied by music, within the limits of the city, except, of course, military organizations parading with appropriate sacred music on funeral occasions.

In 1885 the annual assessment included \$25,597 for support and maintenance of public schools; for salaries, \$11,200; for support of Fire Department, \$3,000; for street improvements, \$15,000.

The first bank in Bayonne—the Mechanics Trust Company—was organized the following year (1886), and located at Bergen Point.

John Newman was elected Mayor in 1887 on the Republican Citizens' ticket, to succeed Oliver.

The names of sixty-seven streets were changed by ordinance passed January 3, 1888:—

Latourette Street to Sixth Street; South Street to Seventh Street; Fifteenth Street to Linden Street; Sixteenth Street to Eighth Street; Humphrey's Street to Ninth Street; Meigs and Elm Streets to Tenth Street; Eighteenth and Robin Streets to Eleventh Street; Van Buskirk Avenue to Twelfth Street; Nineteenth Street to Thirteenth Street; Twentieth Street to Fourteenth Street; Twenty-first Street to Fifteenth Street; Twenty-second Street to Sixteenth Street; Twenty-third Street to Seventeenth Street; Twenty-fourth Street to Eighteenth Street; Twenty-fifth Street to Nineteenth Street; Summit Street to Twentieth Street; Twenty-sixth Street to Twenty-first Street; Twenty-seventh Street to Twenty-second Street; Twenty-eighth Street to Twenty-third Street; Twenty-ninth Street to Twenty-fourth Street; Thirtieth Street to Twenty-fifth Street; Thirty-first Street to Twenty-sixth Street; Thirty-second Street to Twenty-seventh Street; Thirty-third Street to Twenty-eighth Street; Thirty-fourth Street to Twenty-ninth Street; Chestnut Avenue to Thirtieth Street; Maple Avenue to Thirty-first Street; Oakland Avenue to Thirty-second Street; Bayonne Avenue to Thirty-third Street; Huron Avenue to Thirty-fourth Street; Division Street to Thirty-fifth Street; Southview Avenue to Forty-first Street; Seaview Avenue to Forty-second Street; Fairview Avenue to Forty-third Street; Cadmus Avenue to Forty-fourth Street; Bayview Avenue to Forty-fifth Street; Westview Avenue to Forty-sixth Street; Northview Avenue to Forty-seventh Street; Forty-first Street to Forty-eighth Street; Forty-second Street to Forty-ninth Street; Forty-third Street to Fiftieth Street; Forty-fourth Street to Fifty-first Street; Forty-fifth Street to Fifty-second Street; Forty-sixth Street to Fifty-third Street; Forty-seventh Street to Fifty-fourth Street; Forty-eighth Street to Fifty-fifth Street; Forty-ninth Street to Fifty-sixth Street; Fiftieth Street to Fifty-seventh Street; Fifty-first Street to Fifty-

eighth Street; Fifty-second Street to Fifty-ninth Street; Fifty-third Street to Sixtieth Street; Fifty-fourth Street to Sixty-first Street; Fifty-fifth Street to Sixty-second Street; Fifty-sixth Street to Sixty-third Street; Avenue B south of South Street to Meigs Avenue; Avenue O to Rathbun Avenue; Avenue P to Humphreys Avenue; Avenue Q to Newman Avenue; Avenue R to Avenue C; Avenue S to Avenue D; Avenue T to Lord Avenue; Avenue U to Lexington Avenue; Avenue V to Hobart Avenue; Avenue W to Clinton Avenue; Brighton Street to Brighton Avenue; East Street to East Avenue; Crescent Avenue to Avenue E.

An ordinance was passed by the Council February 21, 1888, to provide for the numbering of houses by consecutive numbers for convenience and identification.

On April 17, 1888, the price of a license to keep an inn and tavern was increased from \$75 to \$250 by an ordinance passed on that date and approved by Mayor Newman on April 19. A license to keep a restaurant and beer saloon was increased from \$50 to \$250 by the same ordinance.

In the same year an ordinance was passed September 7, authorizing the Bayonne Electric Company to erect and maintain a system of poles and wires for electric lighting in the streets and public places in the city. This was the first contract for electric lighting of the streets. As compensation for the privilege granted, the company was to furnish and light in the streets, free of charge to the city, an arc lamp for every fifty subscribers for private lighting. The city was also to be allowed to stretch the police and fire alarm wires on the same poles.

In December of this year (1888), School No. 6, which was being erected on Thirty-eighth Street between Avenues C and D, at a cost of \$21,000, was opened for occupancy.

On February 1, 1889, the free mail delivery system was put into operation. At this time Thomas Brady was postmaster.

The Bayonne Hospital and Dispensary had been incorporated on March 2, 1888. This hospital was opened March 3, 1890, in the building on East Thirtieth Street, which was donated to the association by Mrs. Alice Story Rowland and Mrs. Abbey Story Marshall. It was furnished by Mrs. Rufus Story with accommodations for forty patients. No restrictions as to age, sex, color or religious belief were imposed. It was to be supported by contributions, endowments, etc.

A meeting was held at Schuyler Hall on Monday evening, April 2, 1888, under the joint auspices of the Land and Labor Club and the Bergen Point Debating Club, for the establishment of a Public Library. Speeches were made by prominent citizens, and resolutions were adopted favoring the establishment of a library under provision of an act of the Legislature passed in 1884. On April 8, 1890, the question was submitted to a vote of the people and was carried by a large majority (1,897 in favor, 193 against). On August 5, 1890, it was organized by the election of officers, and incorporation papers were signed August 25.

The population of the city at this time was estimated at 19,033. The growth of the city warranted more improvements. More improvements require more labor on the part of the city officials, and more labor required a larger space to transact the numerous affairs. Consequently it was thought at this time advisable to erect a new City Hall.

On December 2, 1890, the contract was awarded for a large two-story and basement brick building to be erected on the southwest corner of Avenue E and Thirtieth Street; contract price being \$46,999.

The actual number of dwellings in 1890 was 2,820, and the estimated persons to each dwelling were 5.9.

During the last term of Newman's administration, the removal of garbage by the city was first put in operation.

It was also during this administration that Bayonne first took advantage of the Martin Act. This was an act that had been passed whereby a city like Bayonne could appoint commissioners to go from ward to ward, looking up delinquent tax payers, seizing property in lieu of unpaid taxes, justifying claims and assessing property at what they judged was its real value.

CHAPTER XV.

1891—1895.

Farr Elected Mayor—Board of Trade Organized—High School Established—New City Hall Completed—Celebration of Opening—Ordinance to Prohibit Vice and Immorality—Kite Experiments—New City Dock—Public Library Opened—Annual Tax for 1894—Contract for Pure Water.

William C. Farr was elected Mayor in 1891 on the Republican-Citizens' ticket.

On October 5, 1891, the Board of Trade was organized.

The following year the Bergen Neck Railway spur from Communipaw to Constable's Hook was completed. This spur was used for the purpose of conveying oil and other products from the Hook.

In 1892 the organization of the High School was effected. The academic classes which had previously been held in Schools Nos. 2, 4 and 6, were transferred to the old church building on Avenue D and Twenty-ninth Street, and termed the High School.

In the fall of the same year the new City Hall was completed, at a cost of \$55,236.15. The grounds, however, costing \$9,046.43, brings the total cost to \$64,282.58. This building was occupied on October 21. On this day, the inhabitants celebrated the opening of the new City Hall. Churches, schools, stores and dwellings were tastefully decorated with flags and bunting. Pupils of the schools held anniversary exercises. A large military, civic and trade union parade took place. The Fire Department and school children also participated in this event, making a total of 4,000 in line. The following day, the 22d, the City Hall was thrown open for inspection. Police Headquarters were also

transferred from the old City Hall to the new, and additional patrolmen were soon added to the force.

In March, 1893, the Common Council granted to the Board of Trustees of the Public Library a ten-year lease of the old building at a nominal rent, with the privilege of removing.

An ordinance to prohibit and prevent vice and immorality was passed May 2, 1893, and approved May 4 by Mayor Farr. This ordinance made it unlawful to admit any female under sixteen years of age to any picnic, ball, dance house or other public place of amusement, unless accompanied by her parents or by her legal guardian.

The highest flight ever made by a kite was on November 7, 1893, at Bergen Point, when William A. Eddy used two miles of cord in flying tandem kites, one of which reached an altitude of 5,595 feet.

In 1893 the city built a dock at the foot of Ingham Avenue, at a cost of \$9,000.

It was during this year that the Bayonne "Democrat," with M. R. Freel as editor and publisher, began publication as a weekly democratic newspaper.

In the spring of this year Mayor Farr received both the Republican and Democratic nominations, and was re-elected. He was the first Mayor ever elected in Bayonne without an opposition candidate.

During the last term of Farr's administration the city obtained control of the property bounded by the Boulevard, Newark Bay, Sixteenth to Fourteenth Streets, to be used at some future time as a public park.*

On January 8, 1894, the reading-room of the Public Library was opened to the public, and two weeks later the circulating de-

*This land was secured and taken in exchange by the city, in lieu of unpaid taxes and assessments.

partment was opened with nearly 4,000 volumes on the shelves. The books of the Workingmen's Library (some 1,500 volumes) were purchased June 25, 1894, and on February 1, 1895, the total number of volumes had increased to about 6,600.

An ordinance to direct the assessment and collection of the annual tax for 1894 included the following:—For supporting and maintaining public schools, \$45,710; for support of Fire Department, \$5,000; Bayonne Hospital, \$1,500; repairs to streets, \$7,000; police pensions, \$975; salaries of city officials, \$15,800; support of police, \$34,100; Free Public Library, \$3,675.80.

In 1894, old No. 3 School in Pamrapo was condemned, having been cracked in the process of moving from Centre Street to Forty-seventh Street.

Up to this time the city contracted with Jersey City for its water supply. This water was very poor and unhealthy, and it was deemed a public necessity to obtain a better supply. As a result, in September, 1894, the Common Council awarded a twenty-five year contract to the New York and New Jersey Water Company to supply the city with pure water, the city agreeing to pay for two million gallons daily the first year, and two and one-half millions daily thereafter, at the following rates:—2,000,000 gallons at \$89 per million, 3,000,000 gallons at \$80 per million, 4,000,000 gallons at \$70 per million, 5,000,000 gallons at \$55 per million, 6,000,000 gallons at \$40 per million. This contract contained a provision by which the water company was obliged to purchase lands for dams, etc., and build water works and sell the same to the city at certain periods mentioned in the contract, should the city desire to purchase the same.

On February 28 1895, the Charity Organization Society was organized.

During Farr's administration, more than \$350,000 was paid for street improvements alone, for which bonds were issued and sold for as high as \$110.

The completion of the labors of the "Martin Act" Commission and its discharge by the Circuit Court occurred during Farr's



Courtesy of N. J. Central R. R.

NEWARK BAY BY MOONLIGHT.

term of office. This was the means of saving an expenditure of about \$12,000 per year in fees and salaries.

The organization of the detective bureau, the adoption of the present fire alarm signal system, and the paving of East Twenty-second Street from Avenues D to I, making it fit for public travel,* were also accomplished.

*The city endeavored to improve this road several times during the eighties, but always failed on account of court proceedings instituted by the Central Railroad Company.

CHAPTER XVI.

1895—1904.

Seymour Elected Mayor—Trouble With Water Company—Hudson Boulevard Completed—Extensive School Improvements—St. Luke's Hospital Opened—Standard Oil Fire—President McKinley's Death—Small-pox Epidemic—The Meeker Act—Street Improvements—St. Luke's Hospital Burned—Avenue C Asphalted—Andrew Carnegie Gives City Library—Work Begun on Public Park—New School No. 8—Fire Destroys Tenements—Reports, Statistics, Etc., at Close of 1903.

At the mayoralty election in the spring of 1895, Egbert Seymour, on the Democratic ticket, was elected Mayor. Several of the Councilmen who were elected at this election, and two or three city officials, were opposed to the new water contract, and attempted a "hold-up." The trouble reached its height one day during the first year of Seymour's administration. While employees of the water company were tapping the old mains to make the necessary water connection, some city officials arrived on the scene. Immediately there was trouble. The Fire Department was called out and played the hose on the poor employees of the water company until they quit work. For a time, a small sized riot was in progress. The matter was taken before the Supreme Court of the United States by the water company, and an injunction was obtained against the city. United States marshals were stationed at the scene until the work was completed, to arrest any city official who interfered.

In May, 1895, the Bayonne section of the Hudson County Boulevard was completed. The city did not have any share in

the expense of its construction, and abutting property owners paid a portion of the cost for flagging. In the spring of this year, electric arc lights were placed on every corner along Avenue D, illuminating that thoroughfare from one end to the other.

For the first time in the world, a telephone and telegraph message was sent through a wire suspended by kites five hundred feet in mid-air on December 5, 1895, at Bergen Point. "Kite" William A. Eddy was making the experiment.

For this year the actual dwellings numbered 2,915, with 6.8 persons estimated to each.

The overcrowding of the schools necessitated the enlarging of several school buildings. Old No. 3, in Pamrapo, having long been condemned and out of use, warranted the erection of a new school in that section. On June 18, 1895, contract was awarded for an addition of four rooms to School No. 2, at a cost of \$7,784 (opened for use January 23, 1896). On July 14, the following year, contracts were awarded for the following:—No. 3 School, new, Avenue D between Forty-ninth and Fiftieth Streets, sixteen rooms; cost, land \$6,400, building \$44,888 (opened for use April 28, 1897). No. 1 School, addition of four rooms; contract price \$9,975 (opened for use April 6, 1897). No. 5 School, addition of four rooms; contract price \$10,975 (opened for use about April 6, 1897).

There were remarkably few fires during the year 1896. The report of Hymen Lazarus, Chief Engineer of the Fire Department for the year ending January 6, 1897, showed a total of nineteen alarms in the whole year.

Improvements were still on the increase, so that on May 15, 1897, there were forty-one miles of opened streets and fourteen miles of sewers.

At this time the High School had outgrown its quarters in the old church building on Avenue D and Twenty-ninth Street. On

this account the school was transferred on December 6, 1897, to Schuyler Hall, at Bergen Point, its present location.

On April 5, 1898, a contract was awarded for the erection of a new twenty-room school, No. 7, on property between Seventeenth and Andrew Streets; price of land, \$12,400; building, \$71,300 (opened for use September 5, 1899). On April 19, 1898, contracts were again awarded for the enlargement of school buildings, this time:—No. 4 School, addition of four rooms; contract price \$13,216 (opened for use October 10, 1898); No. 6 School, addition of four rooms; contract price, \$10,897 (opened for use about November 1, 1898).

On December 3, 1898, St. Luke's Hospital on East Twenty-second Street was opened.

During the summer of 1897-8 several balloon ascensions were made at "Salter's," in Pamrapo, to which thousands would flock to witness these daring feats. At one occasion the parachute failed to open in its descent, and the horrified spectators saw the aeronaut fall to the earth and killed.

The increase in population for the ten years ending 1900 was 13,689, making the total in that year 32,722 souls.

On the night of July 4, 1901, a number of oil tanks belonging to the Standard Oil Company at the Hook exploded. A terrible fire raged for five days, consuming millions of gallons of oil. Houses close by were threatened by the blaze, and the tenants, who were mostly poor, were compelled to remove their household belongings and camp out on the salt meadows. The local Fire Department fought splendidly night and day, and much property was saved by the heroic efforts of the men, who were assisted by fire tugs from New York. This fire proved to be one of the largest in the United States.

When, in September, 1901, President McKinley was lingering between life and death, the result of an assassin's bullet wound,

public feeling here was at its height. Upon his death, the city went into mourning; sorrow was manifest everywhere. Memorial services were held in most of the churches, and several fraternal organizations expressed their sympathy in writing to Mrs. McKinley.

The city was visited by small-pox in November, 1901. Over seventy cases were reported, of which twelve were fatal. School No. 5, on East Twenty-second Street, and the annex on the Hook Road, were both closed by order of the Board of Health. Every effort was made to check the spread of this dreaded disease. Dr. Forman, the city physician, and other doctors were kept busy night and day in vaccinating people. It is said some 7,000 persons were treated.

In this year, by an act of Legislature, the commencement of the Councilmanic terms were changed from the last Monday in April, as prescribed by the charter, to the first day of January at 12 o'clock, noon. This was called the "Meeker Act." Owing to this, Mayor Seymour entered his fourth term on January 1, 1902, being the first to do so.

Building Inspector Thomas Herbert reported that during 1901 more than a million dollars were invested in the erection of new dwellings and places of industry, together with improvements. The valuation of real estate amounted to over \$15,000,000.

Great activity was evident in street improvements during this administration. From April, 1901, to April, 1902, there were added 3,608 linear feet of curbstone, 5,506 linear feet of flagstone, 4,673 linear feet of macadam pavement, 5,800 feet of sewers.

About April 1, 1902, the old Masonic building on Eighth Street and Avenue C (formerly Schuyler Hall), which was being used as a High School, was purchased by the city at a cost of

\$14,500. (Alterations cost \$11,661. School opened for use January 26, 1903.)

In September, 1902, St. Luke's Hospital, on East Twenty-second Street, was totally destroyed by fire.

Up to this period, Avenue C from Fifty-fourth Street to Twenty-fifth Street was a dirt road, with the exception of the stone blocks laid by the traction company between its tracks. It was thought advisable by the majority of the property owners to have this section asphalted, and the contract was awarded. This improvement was finished in the winter of 1902-3, at a total cost of \$88,661.65.

In April, 1903, Andrew Carnegie presented the city with \$50,000 for a Public Library. A site had been previously selected on the northwest corner of Avenue C and Thirty-first Street, costing \$8,500, and work was begun on the building in the fall.

In August, 1903, work was commenced for the laying out of a public park on grounds owned by the city, bounded by the Boulevard and Newark Bay, from Sixteenth to Nineteenth Streets.

In the same year contract was awarded for the erection of a twenty-room public school building on Avenue C between Twenty-seventh and Twenty-eighth Streets, to be called No. 8. Cost of land, \$13,700; contract price of building, \$84,658.*

In this year, property, real and personal, amounted to \$15,-324,767.

At the mayoralty election in the fall of 1903, Thomas Brady was elected Mayor on the Democratic ticket, to succeed Mayor Seymour, who was serving his fourth term.

On December 19, following, fire destroyed a row of frame flats on Avenue C and Eighteenth Street, rendering forty fam-

*Corner stone laid April 16, 1904.

ilies (mostly Hebrews) homeless and destitute. The fire victims were given temporary shelter in the Hebrew Hall building nearby, and contributions in the way of food, clothing and money were given by charitable neighbors and church workers.

REPORTS, STATISTICS, ETC., AT THE CLOSE OF 1903.

Chief of Police Thomas Magner reported for the past year as follows:—

Total number of arrests, 1,962; males arrested, 1,462; females arrested, 320; over 16 years, 1,679; under 16 years, 283; total number of meals furnished for prisoners, 1,311, at 25 cents each, cost \$327.75. Nativity of some of the persons arrested:—Austria, 140; England, 50; Germany, 117; Hungary, 21; Italy, 47; Ireland, 273; Poland, 125; Russia, 179; United States, 977. Total amount of fines paid in Recorder's Court, \$2,109.50.

Superintendent of Schools, J. H. Christie, reported for December, 1903, as follows:—Total enrollment, 5,504; average attendance, 4,644. This includes the night school, with total enrollment of 334.

STREETS, SEWERS, ETC.

Belgian, 2.2 miles; macadam, 9.7 miles; asphalt, 1.6 mile; opened streets, improved, 13.5 miles; opened streets, unimproved, 36 miles; total miles of streets in city, 77.5 miles. There were also 30 miles of sewer and 39 miles of water pipe.

The Treasurer's annual report for the City of Bayonne Fire Department Relief Fund showed a net balance of \$19,190.35.

CHAPTER XVII.

1904.

Thomas Brady, Mayor-elect, Enters Office—Police Trial Board Created—Destructive Fire—Report of Librarian—Bill for Bridge Between Bergen Point and Elizabethport—Annual Tax Budget for 1904—City Treasurer's Annual Report—New Building for Police Headquarters—Carnegie Library Opened.

Mayor-elect Brady entered office at the beginning of the new year.

By an ordinance passed January 19, and approved January 20, the first Police Trial Board was created. Egbert Seymour, Samuel Graham and John J. Cain were appointed a Police Trial Board to hear, try and determine charges preferred against members of the police force.

On January 25, fire destroyed a row of frame tenements on Avenue C and Twenty-fourth Street, and thirty-five families were made homeless. Sympathizing persons again responded and provided the destitute with shelter, food, clothing and money.

At the close of January, Miss Phoebe Ketcham, Librarian, reported that the Public Library had a total of 12,898 volumes, with 7,027 registered borrowers. The January circulation was 3,972, and for the ten years it had been in existence the total circulation had reached 382,076.

For this month the population was estimated at 43,014 by John J. Rooney, Clerk of the County Board of Health.

In the early part of March, school rooms were made in the City Hall to accommodate scholars, the schools being cramped for room.

For some time past there had been talk of having a bridge built across Newark Bay, connecting Bergen Point with Elizabethport, which, no doubt, would be beneficial to both places. Congressman Allan Benny introduced such a bill in Congress. This was passed by the House of Representatives on April 21, 1904. At the time of writing it had not passed the Senate.

For the year ending May 1, 1904, 7,194 feet of sewers had been laid; 8 streets curbed and flagged; 12,510 feet of water pipes laid, and 19 new hydrants placed.

The annual tax budget for the year 1904, as passed by the Mayor and Council, reads as follows:—

For supporting and maintaining public schools.....	\$98,596.23
For school furniture for annexes.....	8,000.00
For completing four rooms for School No. 8.....	4,000.00
For fences around School No. 8.....	1,000.00
For alteration to building now used as Workingmen's Library for use as a school.....	4,500.00
For interest on City of Bayonne bonds.....	29,524.00
For interest on Road Construction bonds.....	1,990.00
For interest on Refunded Road bonds.....	1,575.00
For interest on Funded Assessment bonds.....	5,900.00
For interest on Refunded Assessment bonds.....	16,580.00
For Sinking Fund Road Construction bonds.....	1,200.00
For Sinking Fund Refunded Road Construction bonds	1,050.00
For Sinking Fund Refunded Assessment bonds.....	10,110.00
For Sinking Fund Funded Assessment Bonds.....	3,540.00
For Sinking Fund Avenue D Repaving bonds.....	1,000.00
For Sinking Fund Library bonds.....	200.00

For Sinking Fund for \$100,000 School bonds.....	\$2,000.00
For support of Fire Department.....	18,000.00
For heating public buildings and engine houses.....	1,500.00
For lighting public buildings and engine houses.....	4,000.00
For street repairs.....	19,000.00
For stable extensions and out-buildings.....	5,000.00
For books, stationery and printing.....	6,000.00
For contingent expenses.....	12,000.00
For Free Public Library.....	5,108.25
For concrete sidewalk for new Library.....	2,000.00
For Commissioner of Appeals.....	150.00
For Supervisor of Taxes.....	125.00
For Board of Health.....	2,500.00
For election and registry.....	1,000.00
For installing police signal boxes.....	2,500.00
For police pensions.....	3,025.00
For salaries of city officials.....	25,400.00
For salaries of Police Department.....	64,200.00
For police incidentals.....	7,657.00
For lighting streets.....	32,500.00
For Assessment No. 245, improvement of East Twenty-second Street, confirmed June 3, 1897.....	10,000.00
For assessment on city at large for public park.....	5,500.00

Sec. 2. That the following sums be taken from the accumulated and current funds received for licenses for inns and taverns and restaurants and beer saloons not otherwise appropriated, and appropriated for the following purposes:—

For expenses of sprinkling streets.....	\$2,000.00
For removal of garbage and ashes and incidental ex- penses.....	8,000.00

For salary of Street Commissioner.....	\$2,400.00
For support of the poor.....	2,000.00
For salary of Overseer of Poor.....	600.00
For rental of suitable premises for an armory for Company I, Fourth Regiment, N. G. N. J.....	575.00
For buildings, docks, and parks.....	10,000.00
For maintenance and superintendence of fire alarm system.	1,500.00
For Bayonne Hospital.....	1,500.00
For insurance.	2,500.00
For support of District Court.....	2,000.00

Sec. 3. Eight thousand dollars to the Surveyor's Fund for salaries of the City Surveyor and his assistants, and to pay for the use of instruments, tools, implements and materials, and all other expenses of the Surveyor's Department.

Sec. 4. One thousand dollars from the Fines and Penalties Account for the purpose of paying the salary of the Recorder's Clerk, and \$540 for the purpose of paying the Court Interpreter's salary.

Sec. 5. In addition to the other taxes, there shall be assessed and collected from every male resident of the City of Bayonne, over the age of twenty-one (21) years, \$1.00 as poll tax, to be applied for the purpose of supporting and maintaining the public schools.

Sec. 6. In addition to the other taxes, there shall be assessed and collected such sums as shall be apportioned by the proper officials of Hudson County against the City of Bayonne for its quota of County and State tax.

By comparing this budget with the first annual tax assessment, passed in 1869, the growth of the city can easily be apprehended.

The City Treasurer's annual report for the fiscal year ending April 30, 1904, showed the following among the disbursements:—

Salaries.	\$31,189.36
Gas.	38,327.34
Newark Bay Park.	3,244.33
Free Public Library.	5,383.25
School land and buildings.	20,009.30
Bayonne Hospital.	1,500.00
City Surveyor.	7,999.92
Fire Department.	8,367.35
Poor.	2,116.68
Street repairs.	13,139.70
Police salaries.	53,798.29
Police pensions.	1,475.04
Garbage.	7,289.72
Board of Health.	3,785.88
Buildings, docks and parks.	10,540.59
N. Y. & N. J. Water Co.	130,213.69
Construction (Water Fund).	33,894.69
Board of Education.	171,140.00

Out of this last item the sum of \$133,452.50 was used for salaries.

The Treasurer also reported the following cash balances on hand in the several funds, April 30, 1904:—

Mechanics' Trust Co.

General Fund.	\$11,466.21
Street Fund.	3,324.76
School Fund.	3,900.58
Funded Assessment Bonds Sinking Fund.	6,711.66

Refunded Assessment Bonds Sinking Fund.....	\$5,085.89
Water Bonds Sinking Fund	719.35
Coupon Account. ....	.33

Hudson County National Bank.

Improvement Fund.	12,639.98
Arrears Fund.	6,615.91
Bayonne Bonds Sinking Fund.....	687.38
Road Construction Bonds Sinking Fund.....	2,441.88
Coupon Account.	609.49

Bayonne Bank.

Improvement Fund.	5,539.98
Arrears Fund.	1,313.42

Bayonne Trust Co.

Water Fund.	2,751.12
Refunded Road Construction Bonds Sinking Fund..	1,567.56

Total.	\$65,375.50
-------------	-------------

On June 21, the Common Council passed an ordinance granting permission to the New York and New Jersey Water Company to construct two water mains through the city in order to supply Staten Island. The company agreed to erect forty fire hydrants, and supply free water for fires and sprinkling. Besides this, they agreed to pay a tax of five dollars for every million gallons of water passing through to Staten Island.

At a meeting of the City fathers in the early part of August, it was thought advisable to erect a new building for Police Headquarters. Owing to the increase in population, and the business

at the City Hall, that building could not afford adequate accommodation for the city officials and their duties, apart from the officials and business of the Police Department. A site was selected at the northeast corner of Avenue C and Twenty-sixth Street, and purchased for the sum of \$3,850. The contract was awarded September 1 for the erection of a four-story brick building to cost \$57,471.

On the evening of October 29, the new Carnegie Library building was formally opened with appropriate ceremonies. Speeches were made by prominent persons, and the event may be recorded as a most notable one in the history of the city.

For the year 1904, property, real and personal, amounted to \$16,314,717, an increase of \$989,950 over 1903.

CHAPTER XVIII.

A Glimpse of the City as It is To-day.

Bayonne City, now in its thirty-fifth year of existence as a city, is no longer a young, struggling suburban community with three thousand inhabitants. It has developed into a full-grown and vigorous city with a population of forty-one thousand souls, and a city of which the State of New Jersey has reason to feel proud.

To-day it has a good and efficient Volunteer Fire Department, consisting of six steam engines, two hook and ladder trucks, and two hose companies, averaging about sixty men each. The Department is recognized by the New York underwriters to be one of the best volunteer forces in the vicinity of New York.

The Post Office Department has eighteen mail carriers, and three deliveries are made in the business sections.

The city is well policed. The Police Department consists of fifty men, all told. This includes a chief, two captains, six sergeants, three detectives, four roundsmen, thirty-three patrolmen and one van driver. A new police signal system has recently been installed, and a separate building for Police Headquarters is in course of erection.

The school system has improved considerably. There are eight schools, one high school and one evening school, as well as five annexes and several parochial and private schools.

There is one hospital, which has an ambulance to answer calls for aid to the injured. Both electric and gas lights illuminate the streets. Most of the streets have been flagged and curbed, some macadamized and asphalted. A complete system of sewers has been established. Splendid drinking water is obtained from the Passaic River above Little Falls, where it is free from pollution. There are three banking and trust companies, three building and loan associations, two daily and two weekly newspapers, one hundred secret, benevolent and miscellaneous societies, twenty-six churches, a public park being laid out, and a \$50,000 Carnegie Library just completed. Monthly rents average from \$15 to \$50. Average sale price of improved property is from \$2,000 up. Building lots per front foot, \$7 to \$30. The death rate is unusually low, being 17 per 1,000.

Bayonne has enjoyed for years the enviable reputation of being foremost among the cities of New Jersey from an industrial standpoint. There are, at the present time, about 235 manufacturing establishments, the product from which is valued upward of \$40,000,000. Many of the greatest industries in the world are located here. The plant of the Standard Oil Company and the Tide Water Oil Company, known the world over, employ about 3,000 men, and have facilities for a daily output of 40,000 barrels of refined oil.* The Babcock & Wilcox Tubular Boiler Company, which is the most extensive and complete plant of its kind in the world, provides employment for 1,500 men. There is also the Orford Copper Works, the Pacific Coast Borax Works, Guffey Petroleum Company, Columbia Oil Company, Goubert Manufacturing Company, Electric Launch Company, Bayonne Chemical Works, Schwartzback, Huber & Company's Silk

*Constable's Hook is the terminus of the longest oil pipe line in the world. This is owned by the Standard Oil Company, and extends to the Indian Territory, some 1,800 miles.

Mills, Port Johnston Coal Docks, International Tin Company, Safety Insulated Wire and Cable Company, and other industries. This, of course, makes the city an important shipping point. Large steamship and sailing vessels load daily at Constable's Hook, Port Johnston and Bergen Point, carrying petroleum, oil, copper, ore, sulphur, coal and various other products to all parts of the globe. Railroad transportation is also carried on extensively.

The tallest chimney in America and second tallest in the world is located on Constable's Hook. This was erected two or three years ago, at a height of 365 feet.

The increase in population has been far greater than most cities in the State. This is due, principally, to the fact that the large industries are the means for the employment of thousands of men.

The city is cosmopolitan, especially in the Centerville and Hook districts. In these localities about 85 per cent. of the population is of foreign elements, coming from all corners of the earth, including Germany, Russia, Italy, Poland, Ireland, England, Sweden and Austria.* While some are of an objectionable class, taken as a whole they are an industrious, hard-working people, and have been the means of building up a thriving business section in these localities.

In the better residential sections, many of the people own their homes; others rent cottages or Chicago flats at \$18 and upward.** In these districts, a large percentage of the men have their business in the great metropolis close at hand, and trains and trolleys run frequently to accommodate them.

*In 1900 the foreign-born in the city numbered 10,786.

**According to the last census (1900), 26.6 per cent. of the private families owned their own homes, while 73.4 per cent. lived in hired dwellings.



Courtesy New Jersey Central R. R.

NEWARK BAY SHORE.

Avenue D is the center for trade. The following estimated list will give the reader an idea of the number of stores in the principal lines of business:—

Butchers.	64	Carpenters and builders..	31
Grocers.	174	Plumbers.	22
Bakers.	16	Painters.	32
Drygoods.	44	Undertakers.	7
Milk dealers.	24	Expresses.	19
Saloons.	150	Variety stores.	62
Tailors.	27	Barbers.	47
Druggists.	14	Laundries.	23
Boot and shoe dealers, in- cluding makers.	64	Furniture dealers.	8

Among the professional men there are 18 lawyers and 22 doctors.

The area of the city is 2,530 acres, or $4\frac{1}{10}$ square miles; besides 1,240 acres of submerged property. It is $3\frac{3}{4}$ miles in length, and averages three-fourths mile wide.

SALARIES OF PRINCIPAL CITY OFFICIALS.

Mayor*	\$2,500
Councilmen.	No salary
City Treasurer.	2,500
City Clerk.	2,400
City Attorney.	2,000
City Surveyor**	8,000

*The first Mayor to receive a salary was Egbert Seymour.

**This includes the salary of the City Surveyor and his assistants, besides the expenses attached to this department.

Tax Assessor.	\$1,800
Street Commissioner.	2,400
Collector of Revenues.	2,000
Water Purveyor.	1,700
Recorder.	2,000
Chief of Police.	3,000
Building Inspector.	1,500

CHAPTER XIX.

Traveling Facilities from Early Days to Present—Early Country Roads.

The first ferry legally established on the North River connecting the New Jersey shore with that of Manhattan Island, was the Communipaw ferry which was erected in 1661 at the foot of Communipaw Avenue, Jersey City, with William Jansen in charge.*

The increase in population along Bergen Neck in 1750 was thought to warrant the erection of a public ferry between Bergen Point and Staten Island, so on September 15 of that year, Jacob Corsen established a ferry which landed within a short distance of the present slip on this side. The boat was a small open scow, and was propelled by oars.

On June 18, 1764, the Jersey City ferry was established.** It was started as an important part of the new stage route to Philadelphia via a road connecting Jersey City and Bergen Point.

The following notice appeared at that time in the New York "Mercury" under date of July 2, 1764:—

"A Ferry is established and kept across the Kill von Kull and that boats constantly attend for that Purpose, at a Place belonging to John Beck, and commonly called Mooddses, situate near the Dutch Church on Staten Island, from whence Passengers are transported directly across to Bergen Point, from which place there is a five mile Road leading directly to the said Powless's

*Winfield's History of Hudson County.

**Dunlap's History of New York.

Hook ; so that a short, safe, easy and convenient Way is fixed by Means of these two Ferries, for all Travellers passing to the City of New York, from any of the Southern Governments."

These stages were first "set up" in 1764 and did a thriving business. The vehicle was a covered Jersey wagon without springs. Three days were usually consumed in dragging it to Philadelphia, and it was modestly called a "Flying Machine." In 1772, however, time was reduced to one and one-half days.

Anthony White, who owned the land where the Latourette House now stands, petitioned the Governor of New York in July, 1764, for exclusive right to ferry across the "Kill van Corle."* The petition was not granted. In 1765, Michael Van Tuyl was the proprietor of the ferry.**

The travel to the south was afterwards turned to a new route made over the meadows on the line of the Newark Plank Road. This caused the Bergen Point ferry to gradually decline and soon suspend operation.

In more recent years, John Goodheart, who lived on the shore, ferried people across in a skiff for a considerable time. Nicholas Cubberly also conveyed passengers over whenever requested. A horse boat was plying on it between 1840 and 1850.

About 1863 a slip was built at the foot of Avenue C, on the Kills, and a boat put upon the ferry. It continued in operation for a few months, and was then destroyed by fire.

In March, 1868, "The Bergen Point and Staten Island Ferry Co." was incorporated, but never gave sign of much life. Walter H. Frazer attempted to revive it in 1869, but after two weeks' experience, he abandoned the idea. After a few years traffic was greater and it began to boom. "The Port Richmond and Bergen Point Ferry Co." took hold of it, and now the Public

*New York Colonial MSS.

**Winfield's History of Hudson County.

Service Corporation has obtained control and has recently made considerable improvements.

It is not known at what time the first road from Bergen to Bergen Point was laid. Some time previous to 1743 a King's Highway was laid from Bergen Town to Bergen Point along Newark Bay. This road was very sandy and ran partly through a swamp. It was vacated when, on October 10, 1764, a King's Highway was laid from Hendrick Sickles's barn to a point opposite the Dutch church on Staten Island. This new road became a part of the great stage route between New York and Philadelphia. Evidently, this road was not constructed in such a manner as to meet the requirements of travel, for on September 12, 1766, a road four rods wide was laid from "the Southwest Point of Bergen (Bergen Point) aforesaid along up Newark Bay," and from thence over to Paulus Hoeck.*

This new road ran along the west side of Bayonne about three hundred yards from the Newark Bay shore, through the picnic grounds in Pamrapo, where it joined the old King's Highway. It was commonly called the "Shore Road," and was the main road to these parts for about thirty years. A portion of it can still be seen.

On June 29, 1796, another road was laid to Bergen Point. It entered Bayonne at the junction of what is now Avenue C and the Morris Canal,** went west, and then through the woods between the present Speedway and Avenue C, thence southward to what is now Avenue D and Thirty-second Street, and from there in a direct line to the Point. It was a familiar sight to see the old Vanderbilt stage coach, surrounded by a cloud of dust, jogging along on its way to Staten Island.

*Winfield's History of Hudson County.

**The stone supports of an old bridge at this place mark the site of this road. A section of it running from Forty-seventh to Fifty-first Streets is still in existence.

A half century ago, Avenue D was simply a miry country road. The old plank sidewalks were little better than the road, and the folks had to wade ankle deep through the mud. Cowhide boots were a necessity. Teams were drawn with difficulty, and when stuck hub deep in the mud were hauled out by extra oxen. The Plank Road Company was afterward formed (about 1856) and constructed a plank road running over the old middle road laid sixty years before. This road was one-half planks and one-half dirt, and toll was collected for travel thereon. One toll-gate stood on the site of Fifty-second Street.

At this time Fifth and Eighth Streets were mere cowpaths. Grand Street was called "Niggers' Lane." The old Hook Road leading to Constable's Hook was at times entirely submerged by water from the Kill and New York Bay, and it was a difficult matter, if not a dangerous undertaking, to cross.

The first public means of conveyance to Jersey City was a two-horse stage operated by George Anderson, early as 1848-50. This started at what is now Twenty-fifth Street. Anderson brought the mail from Jersey City to Mullaney's post-office in Pamrapo.*

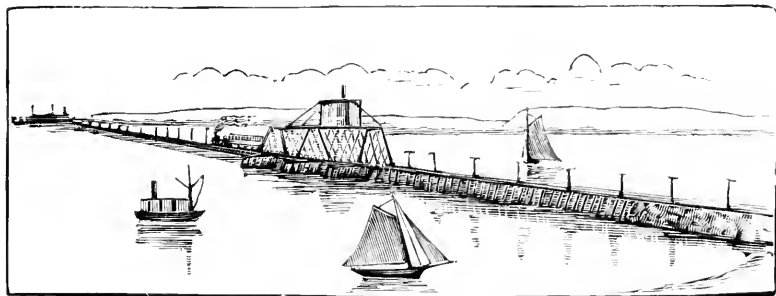
In later years, the only public conveyance to Jersey City and New York was Jacob Mersallie's stage line, or by boat from Bergen Point. The "Red Jacket," "Kills" and "Wyoming" landed at a dock then situated at the foot of Avenue D, to take on passengers for New York. The ride on the stage was rather long and tiresome, and a bleak one in winter. In the summer, however, it was most delightful, especially along the old Plank Road, which wound around through the woods most of the way.

The Jersey City and Bergen Railroad Company was incorporated March 15, 1859. The Greenville and Ocean Avenue line

*Mullaney's store is still standing on the old Plank Road at Centre Street.

terminated at the old car barns in Greenville later on. By an ordinance passed in August, 1885, the company was authorized by the City of Bayonne to "lay tracks in certain streets and avenues and to run horse cars thereon only." The franchise also granted the laying of tracks for a branch line on East Twenty-second Street. The main line extended up Avenue C over its present route to the Kill von Kull. The cars were small, were pulled by mules, and were in charge of one man, who acted as both driver and conductor. These cars were called "dinkeys." A slight improvement was added by the use of horses in place of the slow, stubborn mules. However, it took about two hours to travel from ferry to ferry. In 1888, the Fifth Street line was added.

The Central R. R. of N. J. for many years terminated at Elizabethport. In 1860 an act was passed authorizing the company to build a bridge to Bergen Point and to extend the road to Jersey City.



OLD CENTRAL RAILROAD BRIDGE.

This extension was completed and opened for travel August 1, 1864. Eighth Street, the main station, was erected, that locality being the most populated section at the time.

The Dummy Road was built about 1864. This road began just west of the Latourette House at Bergen Point, and ran through private property between Avenues C and D to where Garrett's Hotel now is, at Thirty-second Street, where it crossed the old Plank Road and continued north, close to what is now Avenue D, thence to the Junction in Greenville. Here passengers for Jersey City and New York would have to change for the horse car to convey them to the ferry. The Dummy was one car, with the engine at one end of it. The time of travel was from one and one-half to five hours one way, according to how the engine felt. The fare was twenty-five cents.

In the "Evening Journal" under date of Friday, March 26, 1869, the writer finds this:—"The complaints of the dummy travel continue. Yesterday the dummy, in charge of Mr. Whiteneck, broke down in multitudinous localities. Passengers were obliged to walk in considerable mud."

This road was not a success, and ceased operations in 1870. The old barns may yet be seen at Bergen Point.

A franchise authorizing the Jersey City and Bergen Railroad Company to use electric motors as the propelling power of its cars, and to erect poles and string the necessary wires therefrom, was granted August 16, 1893. After this the horse car was abandoned by the establishment of the trolley system, the traffic on which steadily increased and the road improved upon considerably to meet the requirements.

At a meeting of the Common Council, held on July 1, 1902, the North Jersey Railroad Company (who at that time controlled the trolley system) filed a petition for a franchise to operate a trolley line on Avenues A and B and to transfer its system from Avenue C to Avenue D. The granting of these privileges, while meeting with favor by the Board of Trade and most business men, was

for some reason never acted upon, and the petition was finally withdrawn.

The trolley service has been under control of the Consolidated Traction Company, North Jersey Street Railway Company, and at present is under control of the Public Service Corporation. The trolley service to-day shows a marked improvement over ten years ago. Large, modern cars are run under five-minute headway.

The Central Railroad now has five stations, and trains are frequent for the accommodation of commuters.

CHAPTER XX.

Early Worship—First Churches.

In the early days, those inhabitants who did not care to travel as far as the old Bergen Dutch Church in Bergen, would worship God in their own homes and in small gatherings. On Sabbath mornings, the inhabitants along the Kill von Kull might have been seen entering their skiffs and going across to the north side of Staten Island to worship. The need of a church was very evident. Consequently, during the summer and fall of 1828 those persons who were interested in securing public Sabbath services, erected a small church on land given by Mr. Cadmus, situated on the old middle road, and on January 11, 1829, the First Reformed Church of Bayonne was organized as the Reformed Dutch Church of Bergen Neck, with Ira C. Boyce as pastor. Among the prominent factors in the movement were Richard Cadmus, Sr., Richard Cadmus, Jr., John Cadmus, Michael Cadmus, James C. Van Buskirk, John Van Buskirk, Jacob Cubberly, Jacob Van Horn, John Vreeland, Jasper Zabriskie, and others. This church was the first to be erected in Bayonne. The original cost was \$1,600, and the building accommodated about two hundred and fifty people. The edifice is still standing and belongs to the Republican Club. It is now on the corner of Avenue D and Twenty-ninth Street, but was originally built about one block south. The second and present edifice, on Avenue C and Thirty-third Street, was dedicated March 31, 1867. In the early sixties, the parsonage stood on

Constable's Hook on the site of the present boiler works. This building was removed later, and is now standing on Ingham Avenue.

Early as 1831, the Methodists had a mission with Thomas G. Stewart as their pastor. On June 22, 1844, the "Bergen Neck M. E. Church" was incorporated. (Mattison M. E. Church, and now First Methodist Church.)

There was, in 1845, a Methodist church standing on the northwest corner of what is now Avenue D and Twenty-fourth Street. This was the first and original building in which they worshiped. It was a small, frame, peak-shaped building and was called the "Little Beehive," because of a swarm of bees which entered through a knot hole and stored their honey over the front door on the inside. This honey was taken out every fall, and sold for the benefit of the church. Thomas McDonald and Garrett Vreeland were the founders and main supporters of this little church. A new edifice was built on the east side of Avenue D near Twenty-ninth Street, the corner-stone of which was laid in 1854. In 1868 they moved this building to Avenue D and Thirty-second Street.* The corner-stone for the present edifice at Avenue C and Thirty-first Street was laid in 1891.

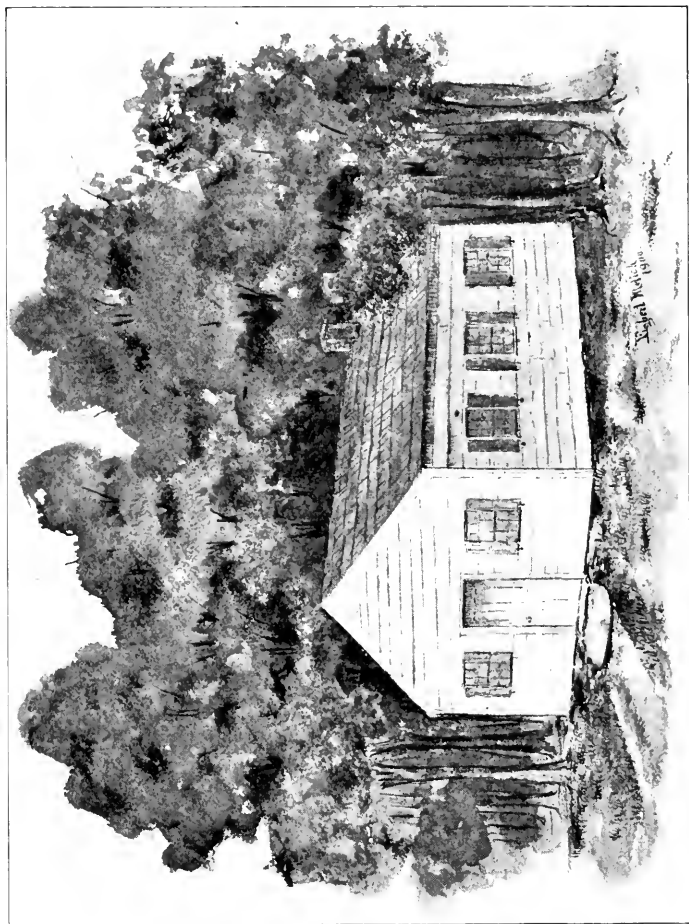
The Reformed Church of Bergen Point was organized May 16, 1854, and Rev. Jacob C. Dutcher was its first pastor.

Those residents of Bergen Point professing a choice for the Episcopal service attended the church on Staten Island. In August, 1859, Trinity Church of Bergen Point was organized, with Franklin S. Rising as pastor.

The church building of St. Mary's Roman Catholic Church at Bergen Point was consecrated March 18 of the following year.

These, then, were the first churches in Bayonne. They were

*Site of Garrett's Hotel.



Courtesy of First Methodist Church.

"BEE HIVE," FIRST METHODIST CHURCH.

lighted with home-made candles, and later with oil lamps, and heated principally by Gothic stoves that at times filled the church so full of smoke that the minister could scarcely be seen by the congregation. Reed organs were used; hymns only were sung; \$1.50 was considered a substantial collection. The dominie's salary averaged from \$400 to \$900 per year, in addition to vegetables, wood, etc., donated by members of the congregation. From this, however, the religious population increased considerably, so that in 1870 there were eleven churches. To-day there are twenty-six churches, representing nearly every denomination. They can be classified as follows:—Seventeen Protestant, seven Catholic, two Hebrew. There are also two Sisterhoods. About 8,000 church members, estimated.

EARLY BERGEN CHURCH MARRIAGE RECORDS.

Van Boskerk, Lourens, b. at Hackensack, and Fytje Cornelissen Vreelant, b. at Gemoenepau, both l. at Pemmerpoch. 1709—Sept. 18.

Bruyn, Barend and Antje Borten, both b. and l. at Pemmerpoch. 1714, Mar. 27.

Lisk, John, lives at Bergen point, and Catrientje Huysman, l. on Staten Isld, both b. on Staten Island, 1767, June 20.

Van Tile, Michael, and Sophia Cubberly both of Pamrapaugh. 1797. Dec. 9.

Van Borckeloo, Wilhem Hermensen, from N. Utrecht, and Maria Cordeljon, the groom l. at Constapelshoeck, the bride at N. Utrecht, received certificate Aug. 1. and m. April 5, at Amersfoort. 1697 Mar. 7.

VITAL STATISTICS OF BAYONNE.

Population—Births—Marriages—Deaths.

Vital Statistics.

<i>Year.</i>	<i>Population.</i>	<i>Births.</i>	<i>Marriages.</i>	<i>Deaths.</i>
1655	20	...	....	....
1685	115	....	....	....
1750	250	....	....	....
1830	600	....	....	....
*1865	1,700	....	....	..
*1870	3,834	....	....	..
*1875	5,836	....	....	..
1876	6,543	....	....	..
1877	7,250	....	....	....
1878	7,957	....	....	....
1879	8,864	....	....	....
*1880	9,372	190	32	145
1881	10,113	....	...	193
1882	10,854	....	...	241
1883	11,595	....	....	194
1884	12,336	....	....	200
*1885	13,080	....	....	288
1886	13,821	....	....	295
1887	14,562	....	....	331
1888	15,295	....	....	341
1889	16,044	....	....	387
*1890	19,033	....	....	409
1891	19,999	....	....	280
1892	20,695	....	....	417
1893	21,931	....	....	456

<i>Year.</i>	<i>Population.</i>	<i>Births.</i>	<i>Marriages.</i>	<i>Deaths.</i>
1894	22,897	....	....	501
*1895	19,856	....	....	409
1896	20,021	....	....	499
1897	20,198	....	....	486
1898	20,369	....	....	546
1899	20,540	....	....	488
*1900	32,722	1,195	199	556
1901	35,295	1,074	259	581
1902	37,868	1,069	321	575
1903	40,441	1,036	309	687

Population estimated, with exception of years marked (*), which are the figures according to the census.

TAX RATES PER \$100 VALUATION.

1885.....	\$2.22	1895..	\$2.87
1886.....	2.32	1896.....	2.62
1887.....	2.20	1897.....	2.82
1888.....	2.47	1898.....	2.75
1889.....	2.32	1899.....	2.72
1890.....	2.39	1900.....	2.70
1891.....	2.62	1901.....	2.68
1892.....	2.32	1902.....	2.90
1893.....	2.39	1903.....	2.90
1894.....	2.35	1904.....	2.79

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